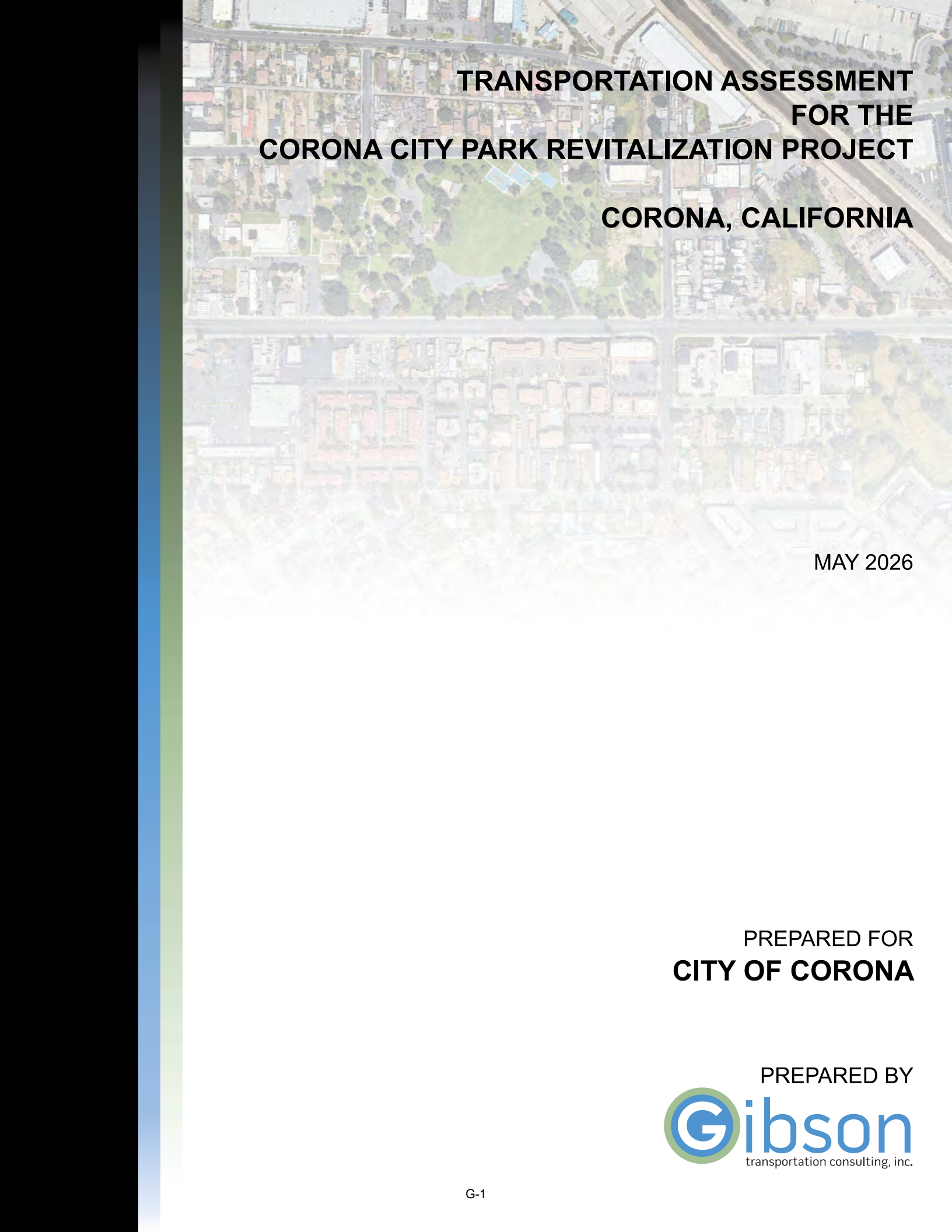


## Appendix

# Appendix G Transportation Assessment

## Appendix

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An aerial photograph of Corona City Park and the surrounding urban area in Corona, California. The park is a large green space with trees and a blue pool, located in the upper center of the image. The surrounding area consists of residential and commercial buildings, streets, and parking lots. The text is overlaid on the top right portion of the image.

# **TRANSPORTATION ASSESSMENT FOR THE CORONA CITY PARK REVITALIZATION PROJECT CORONA, CALIFORNIA**

MAY 2026

PREPARED FOR  
**CITY OF CORONA**

PREPARED BY  
 **ibson**  
transportation consulting, inc.

**TRANSPORTATION ASSESSMENT  
FOR THE  
CORONA CITY PARK REVITALIZATION PROJECT  
  
CORONA, CALIFORNIA**

Assessor's Parcel Numbers 117-310-001 and 117-301-010

May 2026

Prepared for:

**CITY OF CORONA**

Prepared by:



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# **Chapter 1**

## **Introduction**

This traffic impact study presents the results of a focused traffic analysis of the Corona City Park Revitalization Project (Project). It was prepared to support an Addendum to the previously certified Environmental Impact Report (EIR) for the City of Corona General Plan Technical Update (State Clearinghouse No. 2018081039) (PlaceWorks, December 2019). This analysis was conducted on behalf of the City of Corona (City) in accordance with its *Traffic Impact Study Guidelines* (July 2006) (TIS Guidelines).

### **PROJECT LOCATION**

City Park, located at 930 E. Sixth Street, is generally bounded by Quarry Street to the north, Rimpau Avenue to the east, E. Sixth Street to the south, and E. Grand Boulevard to the west, as shown in Exhibit 1. The northwest and southwest corners of that block are not City property and are not included in the Project Site. The northeast corner contains a City water treatment facility that is also not included in the Project Site. The Project Site is generally comprised of two parcels (Assessor's Parcel Numbers 117-310-001 and 117-301-010) that total approximately 19.6 acres.

### **PROJECT DESCRIPTION**

#### **Existing Land Use and Zoning**

City Park currently provides community recreational amenities including a skate park, basketball/sports courts, playgrounds with equipment, walking paths, covered picnic areas, and an open field/amphitheater. The western strip of the Project Site is currently developed with a YMCA building and public pool. There are five existing surface parking areas totaling 169 spaces with site access provided from driveways on Quarry Street, E. Sixth Street, and E. Grand

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Boulevard. The Project Site is zoned as Parks & Open Space Recreational Zone in *City of Corona 2020-2040 General Plan* (City of Corona, adopted 2020) (General Plan).

### **Proposed Land Use and Zoning**

The Project does not require a change to the existing zoning. The Project proposes to revitalize the existing City Park through renovation and the construction of new amenities. It follows the preparation of the City's *City Park Master Plan* (July 2023) (Master Plan), which involved a comprehensive assessment of park history, existing conditions, public outreach, and a series of concept designs. The Master Plan recommended a renovation that included a new aquatics center, multiple community buildings totaling 40,000 square feet (sf), new playgrounds and sports courts, a splash pad, botanical gardens, walking paths, and new and improved surface parking areas and vehicular access.

### **Project Description**

The Project Site plan, illustrated in Exhibit 2, builds on the recommendations of the Master Plan. Key features of the Project include:

- An approximately 60,000 sf community center
- A 43,000 sf aquatic center
- A new playground and splash pad
- A new skate park with a pump track
- Basketball and volleyball courts
- An outdoor stage to accompany the existing open field/amphitheater.
- Additional surface parking
- Demolition of the existing YMCA building

In addition, the Project includes relocating all programming and community services currently provided at the existing Circle City Center, an approximately 32,000 sf community center located at 365 N. Main Street (approximately 1.0 miles northwest), to the Project Site. The Circle City

---

Center would then be decommissioned and likely redeveloped with a new use, which is not a part of the Project.

### **Parking and Access**

As shown in Exhibit 2, the Project proposes to incorporate five surface parking lots into the design, along with angled street parking along Quarry Street, totaling approximately 325 spaces. A total of six driveways would provide public access to surface parking from each of the four streets bounding the Project Site. A seventh driveway, located on Quarry Street, would provide service access (including loading and trash) to the community center and aquatic center. The parking areas and driveways are summarized in Tables 1 and 2, respectively.

### **Project Schedule**

Completion of the Project is anticipated in 2029. It would be built in a single phase.

## **STUDY AREA**

A total of 23 intersections and 12 street segment locations were identified for analysis through scoping with City staff. The intersections are listed in Table 3 and the segments are listed in Table 4. All are shown on a map of the Study Area in Exhibit 3. Most of the intersections are controlled by a traffic signal. As noted in Table 3, the remainder are two-way stop-controlled, with the major street traffic uncontrolled and the minor street traffic required to stop.

## **ANALYSIS SCENARIOS**

The following traffic conditions were developed and analyzed as part of this study:

- Existing Conditions (2026): This analysis condition identifies the existing year intersection and segment operating conditions based on traffic counts collected for this report.

- Existing with Project Conditions (2026): This analysis condition estimates the potential intersection and segment operating conditions that could be expected if the Project were built under Existing Conditions.
- Future without Project Conditions (2029): This analysis condition identifies the future buildout year intersection and segment operating conditions before the addition of Project traffic. This analysis adds future background growth assumptions to the Existing Conditions.
- Future with Project Conditions (Year 2029): This analysis condition estimates the potential intersection and segment operating conditions that could be expected if the Project were operational at the projected buildout year. In this analysis, the Project-generated traffic is added to Future Conditions (Year 2029).

## **SUMMARY OF RESULTS AND RECOMMENDATIONS**

Intersections were analyzed for level of service (LOS) in accordance with the methodologies described in Chapter 2. Signalized and unsignalized intersection LOS was determined using the definitions shown in Table 5 to convert vehicle delay to LOS. As shown, LOS categories range from excellent, nearly free-flow traffic at LOS A to stop-and-go conditions at LOS F.

Table 6 provides a summary of the intersection LOS results for all three analyzed peak hours (weekday morning peak hour, weekday afternoon peak hour, Saturday midday peak hour) for each of the four analyzed scenarios. As shown, in all scenarios, 22 of the 23 study intersections operate at LOS D or better during each peak hour. One intersection would operate at LOS E during the weekday afternoon and Saturday midday peak hours under all four analyzed scenarios. However, the Project would reduce average vehicle delay at that intersection and, therefore, it would not result in a deficiency.

Road segment volumes were compared against daily segment capacities as described in Chapter 2. All 12 study segments would operate below daily capacity in all scenarios, and no deficiency would occur.

One unsignalized intersection would meet the peak hour signal warrant during the weekday afternoon peak hour. However, based on further review, as detailed in Chapter 6, it is not recommended for signalization.

---

Neither analyzed freeway ramp location would experience vehicle queues on the off-ramps reaching back to the freeway mainline. Therefore, no deficiencies would occur.

The Project assumes right-turn in/out access only at certain driveways: Intersections #6 E. Grand Boulevard & Kress Court, #8 Kress Court & E. Sixth Street, and #12 Park Driveway (east) & E. Sixth Street. The installation of “porkchop” island treatments and appropriate signage are recommended at these locations (within the public right-of-way) to reinforce the right-turn restrictions.

City staff have indicated that transit service changes are being planned, with re-routing to expand service on E. Sixth Street between Rimpau Avenue and E. Grand Boulevard. The installation of transit vehicle turnout(s) along the Project’s E. Sixth Street frontage (within the public right-of-way and to the City’s standard design) is recommended to accommodate the future transit service expansion.

## **ORGANIZATION OF REPORT**

This report is divided into seven chapters, including this introduction. Chapter 2 describes the methodologies used to analyze the various intersections and roadways in the Study Area. Chapter 3 describes the existing conditions, including the existing roadway network, traffic volumes, and existing LOS at study intersections and roadway segments. Chapter 4 describes the future conditions, including Project traffic, background traffic, and future with Project traffic. Chapter 5 presents the traffic analysis under the four analyzed scenarios. Chapter 6 includes the determination of any deficiencies and recommended improvements. Chapter 7 presents an analysis of site access and circulation. The appendices contain supporting documentation and additional details supporting the technical analyses.





PROJECT SITE LOCATION AND VICINITY

EXHIBIT  
1







**TABLE 1**  
**PROJECT SITE PARKING SUMMARY**

| <b>Lot Name</b> | <b>Size</b>                      | <b>Access Street</b>                           | <b>Study Intersection No.</b> |
|-----------------|----------------------------------|------------------------------------------------|-------------------------------|
| West Quarry     | 41 spaces                        | From Quarry Street                             | Intersection 3                |
| North Lot       | 30 spaces                        | From Quarry Street                             | Intersection 10               |
| Main Lot        | 153 spaces                       | From Rimpau Avenue<br>and E. Sixth Street      | Intersections 11<br>and 12    |
| Kress Court     | 64 spaces                        | From E. Sixth Street and<br>E. Grand Boulevard | Intersections 8<br>and 6      |
| Quarry Street   | 37 spaces<br>(angled, on-street) | Along eastbound<br>Quarry Street               | n/a                           |
| <b>Total</b>    | <b>325 spaces</b>                |                                                |                               |

**TABLE 2  
PROJECT SITE ACCESS SUMMARY**

| <b>Study<br/>Intersection<br/>No.</b> | <b>Location</b>        | <b>New or<br/>Existing</b>         | <b>Accessing<br/>[a]</b>                    | <b>Turn<br/>Restrictions</b>       |
|---------------------------------------|------------------------|------------------------------------|---------------------------------------------|------------------------------------|
| 3                                     | Quarry Street (west)   | Existing                           | West Quarry                                 | none                               |
| 10                                    | Quarry Street (east)   | New                                | North Lot                                   | none                               |
| 11                                    | Rimpau Avenue          | New                                | Main Lot                                    | none                               |
| 12                                    | E. Sixth Street (east) | New                                | Main Lot                                    | Right turns in<br>and out only [b] |
| 8                                     | E. Sixth Street (west) | Existing                           | Kress Court                                 | Right turns in<br>and out only [b] |
| 6                                     | E. Grand Boulevard     | Reconfigured for<br>two-way access | Kress Court                                 | Right turns in<br>and out only [b] |
| n/a                                   | Quarry Street (east)   | New                                | Commercial loading and<br>trash pickup only | none                               |

Notes:

[a] See Table 1 summarizing parking areas.

[b] Includes installation of "porkchop" island treatment and signage at driveway to reinforce turning restrictions.

**TABLE 3  
INTERSECTIONS FOR ANALYSIS**

| No.        | North/South Street   | East/West Street                | Traffic Control          |
|------------|----------------------|---------------------------------|--------------------------|
| 1.         | E. Grand Boulevard   | E. Third Street                 | Traffic Signal           |
| 2.         | E. Grand Boulevard   | Quarry Street                   | One-Way Stop Control [c] |
| 3.<br>[a]  | Park Driveway (west) | Quarry Street                   | One-Way Stop Control [c] |
| 4.         | Arroya Avenue        | Quarry Street                   | One-Way Stop Control [c] |
| 5.         | Rimpau Avenue        | Quarry Street                   | One-Way Stop Control [c] |
| 6.<br>[a]  | E. Grand Boulevard   | Kress Court                     | One-Way Stop Control [c] |
| 7.         | E. Grand Boulevard   | E. Sixth Street                 | Traffic Signal           |
| 8.<br>[a]  | Kress Court          | E. Sixth Street                 | One-Way Stop Control [c] |
| 9.         | Rimpau Avenue        | E. Sixth Street                 | Traffic Signal           |
| 10.<br>[a] | Park Driveway (east) | Quarry Street                   | One-Way Stop Control [c] |
| 11.<br>[a] | Rimpau Avenue        | Park Driveway / E. Fifth Street | Two-Way Stop Control     |
| 12.<br>[a] | Park Driveway (east) | E. Sixth Street                 | One-Way Stop Control [c] |
| 13.        | N. Main Street       | Grand Boulevard                 | Traffic Signal           |
| 14.<br>[b] | N. Main Street       | SR 91 Westbound Ramps           | Traffic Signal           |
| 15.<br>[b] | S. Main Street       | SR 91 Eastbound Ramps           | Traffic Signal           |
| 16.        | S. Main Street       | E. Third Street                 | Traffic Signal           |
| 17.        | S. Main Street       | E. Sixth Street                 | Traffic Signal           |
| 18.        | E. Grand Boulevard   | Joy Street                      | Traffic Signal           |
| 19.        | E. Grand Boulevard   | Fullerton Avenue                | Traffic Signal           |
| 20.        | Rimpau Avenue        | Magnolia Avenue                 | Traffic Signal           |
| 21.        | Fullerton Avenue     | Magnolia Avenue                 | Traffic Signal           |
| 22.        | Kellogg Avenue       | Magnolia Avenue                 | Traffic Signal           |
| 23.        | Magnolia Avenue      | Ontario Avenue                  | Traffic Signal           |

**Notes:**

[a] Existing and/or future driveway to the Project Site.

[b] Under the jurisdiction of the California Department of Transportation.

**TABLE 4**  
**STREET SEGMENTS FOR ANALYSIS**

| No. | Street             | Location                            | Classification [a]  | Lanes |
|-----|--------------------|-------------------------------------|---------------------|-------|
| A   | E. Grand Boulevard | North of E. Third Street            | Major Arterial      | 4     |
| B   | E. Third Street    | West of E. Grand Boulevard          | Collector           | 2     |
| C   | Quarry Street      | East of E. Grand Boulevard          | Collector           | 2     |
| D   | E. Grand Boulevard | North of E. Sixth Street            | Major Arterial      | 4     |
| E   | E. Grand Boulevard | South of E. Sixth Street            | Major Arterial      | 4     |
| F   | E. Sixth Street    | West of E. Grand Boulevard          | Mixed-Use Boulevard | 4     |
| G   | E. Sixth Street    | East of E. Grand Boulevard          | Mixed-Use Boulevard | 4     |
| H   | E. Sixth Street    | Between Kress Court & Rimpau Avenue | Mixed-Use Boulevard | 4     |
| I   | E. Sixth Street    | East of Rimpau Avenue               | Major Arterial      | 4     |
| J   | Rimpau Avenue      | North of E. Sixth Street            | Collector           | 2     |
| K   | Rimpau Avenue      | South of E. Sixth Street            | Secondary Arterial  | 2     |
| L   | Fullerton Avenue   | South of E. Grand Boulevard         | Special Residential | 2     |

Notes:

[a] Based on Figure CE-1, Roadway Plan, of the Circulation Element.

**TABLE 5**  
**INTERSECTION LEVEL OF SERVICE DEFINITIONS**

| Level of Service | Description                                                                                                                                                                                               | Delay                    |                            |
|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|----------------------------|
|                  |                                                                                                                                                                                                           | Signalized Intersections | Unsignalized Intersections |
| A                | EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.                                                                                                                | $\leq 10$                | $\leq 10$                  |
| B                | VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.                                                                      | $> 10$ and $\leq 20$     | $> 10$ and $\leq 15$       |
| C                | GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.                                                                                 | $> 20$ and $\leq 35$     | $> 15$ and $\leq 25$       |
| D                | FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.                            | $> 35$ and $\leq 55$     | $> 25$ and $\leq 35$       |
| E                | POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.                                                          | $> 55$ and $\leq 80$     | $> 35$ and $\leq 50$       |
| F                | FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths. | $> 80$                   | $> 50$                     |

Notes:

Source: *Highway Capacity Manual, 7th Edition* (Transportation Research Board, 2022). Delay measured in seconds.



**TABLE 6  
INTERSECTIONS LEVEL OF SERVICE SUMMARY**

| No. | North/South Street                              | Existing Conditions |    |     | Existing plus Project Conditions |    |     | Future without Project Conditions |    |     | Future with Project Conditions |    |     |
|-----|-------------------------------------------------|---------------------|----|-----|----------------------------------|----|-----|-----------------------------------|----|-----|--------------------------------|----|-----|
|     |                                                 | AM                  | PM | Sat | AM                               | PM | Sat | AM                                | PM | Sat | AM                             | PM | Sat |
| 1.  | E. Grand Boulevard & E. Third Street            | A                   | B  | A   | A                                | B  | A   | A                                 | B  | A   | A                              | B  | A   |
| 2.  | E. Grand Boulevard & Quarry Street              | B                   | C  | B   | B                                | C  | B   | B                                 | C  | B   | B                              | C  | B   |
| 3.  | Park Driveway (west) & Quarry Street            | B                   | B  | A   | B                                | B  | A   | B                                 | B  | A   | B                              | B  | A   |
| 4.  | Arroya Avenue & Quarry Street                   | A                   | B  | A   | A                                | B  | A   | A                                 | B  | A   | A                              | B  | A   |
| 5.  | Rimpau Avenue & Quarry Street                   | A                   | B  | A   | A                                | B  | A   | A                                 | B  | A   | A                              | B  | A   |
| 6.  | E. Grand Boulevard & Kress Court                | A                   | B  | B   | A                                | B  | B   | A                                 | B  | B   | A                              | B  | B   |
| 7.  | E. Grand Boulevard & E. Sixth Street            | D                   | D  | C   | D                                | D  | C   | D                                 | D  | C   | D                              | D  | C   |
| 8.  | Kress Court & E. Sixth Street                   | C                   | B  | B   | B                                | B  | B   | B                                 | B  | B   | B                              | B  | B   |
| 9.  | Rimpau Avenue & E. Sixth Street                 | C                   | D  | C   | C                                | D  | C   | C                                 | D  | C   | C                              | D  | C   |
| 10. | Park Driveway (east) & Quarry Street            | A                   | B  | A   | B                                | B  | A   | B                                 | B  | A   | B                              | B  | A   |
| 11. | Rimpau Avenue & Park Driveway / E. Fifth Street | A                   | B  | A   | B                                | B  | B   | A                                 | B  | A   | B                              | B  | B   |
| 12. | Park Driveway (east) & E. Sixth Street          | A                   | B  | B   | B                                | B  | B   | A                                 | B  | B   | B                              | B  | B   |
| 13. | N. Main Street & Grand Boulevard                | D                   | D  | D   | D                                | D  | D   | D                                 | D  | D   | D                              | D  | D   |
| 14. | N. Main Street & SR 91 Westbound Ramps          | D                   | C  | C   | D                                | C  | C   | D                                 | C  | C   | D                              | C  | C   |
| 15. | S. Main Street & SR 91 Eastbound Ramps          | B                   | C  | B   | B                                | C  | B   | B                                 | C  | B   | B                              | C  | B   |
| 16. | S. Main Street & E. Third Street                | B                   | C  | C   | B                                | C  | C   | B                                 | C  | C   | B                              | D  | C   |
| 17. | S. Main Street & E. Sixth Street                | D                   | D  | C   | D                                | D  | C   | D                                 | D  | D   | D                              | D  | D   |
| 18. | E. Grand Boulevard & Joy Street                 | B                   | C  | B   | B                                | C  | B   | B                                 | C  | B   | B                              | C  | B   |
| 19. | E. Grand Boulevard & Fullerton Avenue           | B                   | B  | B   | B                                | B  | B   | B                                 | B  | B   | B                              | B  | B   |
| 20. | Rimpau Avenue & Magnolia Avenue                 | D                   | E  | E   | D                                | E  | E   | D                                 | E  | E   | D                              | E  | E   |
| 21. | Fullerton Avenue & Magnolia Avenue              | D                   | D  | C   | D                                | D  | C   | D                                 | D  | C   | D                              | D  | C   |
| 22. | Kellogg Avenue & Magnolia Avenue                | C                   | C  | B   | C                                | C  | B   | C                                 | C  | B   | C                              | C  | B   |
| 23. | Magnolia Avenue & Ontario Avenue                | C                   | C  | B   | C                                | C  | B   | C                                 | C  | B   | C                              | D  | C   |

**Notes:**

See Tables 10A and 11A.

---

## **Chapter 2**

### **Methodologies**

This chapter summarizes the methodologies used to analyze intersections and road segments in this study.

#### **INTERSECTION OPERATING CONDITIONS**

The 23 study intersections identified in Table 3 and shown in Exhibit 3 were analyzed for the weekday morning and afternoon peak hours and the Saturday midday peak hour. They were analyzed for LOS using methodologies detailed in *Highway Capacity Manual, 7<sup>th</sup> Edition* (Transportation Research Board, 2022) (HCM). The HCM methodology was implemented using Synchro 12 software.

The intersection analyses incorporated a traffic volume adjustment called Peak Hour Factor (PHF), which represents the proportion of the peak hour volume made up of the busiest 15-minute period of traffic within that hour. PHF is expressed as a percentage where a value of 1.0 (i.e., 100%) indicates a perfectly even traffic flow across the four 15-minute periods of the peak hour. A PHF that approaches 1.0 suggests a stable flow of traffic volume through an intersection, while a lower PHF suggests a more variable flow of traffic. Application of the PHF yields a more conservative analysis as it simulates a condition in which the highest 15-minute traffic volume were to repeat during the peak hour. Synchro assumes a systemwide default PHF of 0.92. Review of the intersection counts indicated that the systemwide PHF ranged from 0.923 to 0.944 during the respective analyzed periods; the PHF as calculated from the intersection count data is higher (less conservative) than the default 0.92 PHF assumed in Synchro. For the purposes of this analysis, the systemwide 0.92 PHF was applied.

---

### **Signalized Intersection LOS**

Signalized intersections were analyzed using the HCM signalized methodology. The HCM signalized methodology calculates the average delay, in seconds, for each vehicle passing through the intersection. Signal timing information was obtained from the City and California Department of Transportation (Caltrans) for each signalized location.

Signalized intersection LOS was determined using the definitions shown in Table 5 to convert average vehicle delay to LOS. As shown, LOS categories range from excellent, nearly free-flow traffic at LOS A to stop-and-go conditions at LOS F.

### **Unsignalized Intersection LOS**

Each of the nine unsignalized study intersections is two-way stop-controlled. The HCM unsignalized two-way stop-control methodology calculates the control delay, in seconds, for individual movements through an intersection and reports the highest delay of any movement. In most cases, the worst-case delay is experienced by vehicles turning left from the minor street to the major street. It is important to note that the majority of traffic through a two-way stop-controlled intersection is typically on the major street and experiences no delay passing through the intersection.

As with signalized intersections, unsignalized intersection LOS was determined using the definitions shown in Table 5 to convert worst-case vehicle delay to LOS.

### **Intersection Standards of Operation**

Goal CE-1.5 of the General Plan Circulation Element identifies LOS D as the minimum acceptable operating condition for intersections in the City. However, Intersections #14 and #15, N. Main Street & SR 91 westbound and eastbound ramps, respectively, are identified in the Circulation Element as having an LOS exemption and may operate at LOS E. According to the Circulation Element, other intersections may also be considered approved for an LOS exemption at the City's discretion.

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## **Intersection Deficiency Thresholds**

Section 6 of the TIS Guidelines summarizes conditions under which a project's effect on intersection operations would be considered an impact (i.e., a deficiency). There are two key criteria applicable to the analysis in this report:

1. A project would cause a deficiency if it causes an intersection projected to operate at LOS D or better under Future without Project Conditions to operate at LOS E or F under Future with Project Conditions.
2. A project would cause a deficiency if it causes an impact to an intersection already operating at LOS E or F under Future without Project Conditions.

Should a deficiency be identified, feasible measures to mitigate the impact should be identified.

## **STREET SEGMENT CAPACITIES**

The 12 street segments were analyzed using a segment capacity evaluation based on the daily capacity of the designated roadway classification. The daily capacities were identified based on the City's Street Design Table (Standard Plan No. 100, 2016) and *General Plan 2020-2040 Technical Background Report* (Adopted November 2021). The applicable daily roadway capacities include the Major Arterial/Mixed-Use Boulevard and Collector classifications for four lane roadways at LOS D operation, which the Circulation Element identifies as the minimum acceptable LOS for roadway segments.

Segment F, E. Sixth Street west of E. Grand Boulevard, is identified in the Circulation Element as having an LOS exemption and may operate at LOS E. For the purposes of this analysis, the LOS D maximum daily capacity for two-lane (16,700 vehicles per day) and four-lane (32,300 vehicles per day) Major Arterials and Collector streets (11,700 vehicles per day) were utilized for all analyzed roadway segments, including Segment F.

Should any street segment be forecast to have daily traffic volumes exceeding the identified capacity, further evaluation must be conducted for potential peak hour capacity deficiencies.

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## TRAFFIC SIGNAL WARRANTS

Key unsignalized intersections were analyzed against signal warrants to determine the need for a traffic signal. Signal warrants are sets of technical criteria to justify installation of a traffic signal and can be based on vehicular traffic volumes, pedestrian activity, safety, or various other criteria. Warrant guidelines are set forth in *California Manual on Uniform Traffic Control Devices 2026* (Caltrans, 2026). This report used thresholds from Warrant #3, Peak Hour, which examines operating conditions during the analyzed peak hours. One set of criteria under Warrant #3 is based on the cumulative total minor street delay experienced by all of the vehicles turning from the minor street to the major street. The other set of criteria compares the relative demand of major street and minor street traffic during the peak hour.

## FREEWAY OFF-RAMP QUEUES

In addition to the intersection LOS analysis described above, Caltrans requires that freeway off-ramps be analyzed for the potential for vehicle queues to back up to the mainline lanes, where stopped vehicles could pose a safety hazard to moving traffic on through lanes. The Synchro analysis used to conduct the LOS analysis also estimates the 95<sup>th</sup> percentile queue in number of stopped vehicle per lane. The number of vehicles is converted into length by assuming 25 feet per vehicle (including both the length of the vehicle and the amount of space drivers typically leave between stopped vehicles) and compared to the length of the off-ramps. The 95<sup>th</sup> percentile queue is a condition that is expected to rarely, if ever, occur in reality and, therefore, this methodology represents a conservative assessment of the potential for queuing that could pose a safety concern for mainline freeway traffic.

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## **Chapter 3**

### ***Existing Conditions***

This chapter summarizes the existing roadway network and other transportation features of the Study Area. It also includes analysis of the Existing Conditions traffic volumes at the study intersections and street segments.

#### **EXISTING ROADWAY NETWORK**

The existing street system in the Study Area a variety of regional, sub-regional, or local roadway types. Street classifications are designated in the Circulation Element, which defines specific street standards to provide an enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the Circulation Element, street classifications are defined as follows:

- Major Arterials have the highest traffic-carrying capacity, with the highest speed and limited interference with traffic flow from driveways or abutting properties. Major Arterials may be four or six lanes, depending on traffic volumes, and may have center medians. Parking may or may not be allowed.
- Secondary Arterials connect traffic from collector streets to streets of higher classification with limited access to abutting properties. Secondary Arterials carry some through traffic and may or may not provide on-street parking or Class 2 bike lanes. Secondary arterials are typically four lanes wide.
- Collectors are intermediate routes in a road network. Collectors may handle some localized “through” traffic from one local street to another; but their purpose is to connect local streets to the arterial network. Collectors are typically two lanes wide.
- Mixed-Use Boulevards are streets that serve land use patterns in the City’s mixed-use land use districts.
- Special Residential Arterials are a type of street intended to accommodate land use patterns on E. Grand Boulevard and W. Grand Boulevard (the Circle) and surrounding

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environment. These streets will include improvements sensitive to adjacent residential uses.

### **Key Roadways in Study Area**

- **Main Street** – Main Street is a designated Major Arterial. It travels in the north-south direction and is located approximately 0.5 miles west of the western boundary of the Project Site. It provides four travel lanes south of Sixth Street and six travel lanes north of Sixth Street (where it provides ramps to and from SR 91), with left-turn lanes at intersections and a raised median. On-street parking is generally prohibited within the Study Area.
- **Grand Boulevard (the Circle)** – Grand Boulevard is a designated Major Arterial. It travels in a continuous circle with a diameter of approximately 0.9 miles. It is named W. Grand Boulevard on the western portion of the Circle and E. Grand Boulevard on the eastern portion, with Main Street as the dividing point. The western boundary of the Project Site is E. Grand Boulevard. It generally provides five lanes, including two in each direction and a two-way left-turn median. On-street parking is generally prohibited within the Study Area.
- **E. Sixth Street** – E. Sixth Street is a designated Mixed-Use Boulevard. It travels in the east-west direction and forms the southern boundary of the Project Site. It provides five lanes, including two in each direction and a two-way left-turn median. On-street parking is not available, but it provides Class II on-street bicycle lanes adjacent to the Project Site and, west of E. Grand Boulevard (within the Circle), it provides Class III shared lane markings for bicyclists.
- **Quarry Street** – Quarry Street is a designated Collector. It travels in the east-west direction between E. Grand Boulevard and the Temescal Wash<sup>1</sup> and forms the northern boundary of the Project Site. It provides one lane in each direction, and on-street parking is generally available on both sides of the street.
- **Rimpau Avenue** – Rimpau Avenue is a designated Collector north of Sixth Street and a Secondary Arterial south of Sixth Street. It generally travels in the north-south direction and is the eastern boundary of the Project Site. It provides one travel lane in each direction. South of Sixth Street, it also provides a two-way left-turn median and a combination of Class II bicycle lanes and Class III shared lane markings. On-street parking is available on the west side of the street, north of E. Sixth Street, and on the east side of the street, south of E. Sixth Street.
- **Fullerton Avenue** – Fullerton Avenue is a designated Special Residential Arterial. It generally travels in the northwest-southeast direction and is located southwest of the Project Site. It provides one travel lane in each direction, with a two-way left-turn median and Class III shared lane markings for bicyclists.
- **Magnolia Avenue** – Magnolia Avenue is a designated Major Arterial. It generally travels in the northeast-southwest direction south of the Project Site. It generally provides two

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<sup>1</sup> Quarry Street ends in a cul-de-sac approximately 420 feet east of the Project Site.



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travel lanes in the southwest direction and three lanes in the northeast direction, with a raised median. On-street parking is generally allowed in the southwest direction only.

## **Freeways**

Freeways are high-volume, high-speed roadways with limited access provided by interchanges that carry regional traffic through and do not provide local access to adjacent land uses. They are operated by Caltrans. Freeways in the Project vicinity include:

- **SR 91** – SR 91 runs in the east-west direction and is located approximately 0.5 miles north of the Project Site. It provides seven to eight travel lanes in each direction (including lanes leading to and from the I-15 interchange, which is located approximately 0.5 miles northeast of the Project Site). Within the Study Area, access to and from SR 91 is available via the Main Street ramps, approximately 0.6 miles northwest of the Project Site.
- **I-15** – I-15 generally runs in the north-south direction and is located approximately 0.5 miles east of the Project Site. It provides seven travel lanes in each direction (including lanes leading to and from the SR 91 interchange). Within the Study Area, direct access to and from I-15 is available via the Magnolia Avenue ramps, approximately 1.0 miles southeast of the Project Site. Alternatively, I-15 may be accessed via the SR 91 ramps at Main Street and the SR 91 / I-15 interchange.

The existing traffic control and geometrics of the analyzed intersections are illustrated in Exhibit 4.

## **ALTERNATIVE TRANSPORTATION NETWORKS**

The alternative transportation (transit, bicycle, and pedestrian) networks in the City provide non-automotive means of travel within the Study Area.

Transit service with stops adjacent to the Project Site includes the Corona Cruiser Red Line along E. Grand Boulevard and Riverside Transit Authority (RTA) Bus Route 1 along E. Sixth Street. Additional transit service in the vicinity includes the Corona Cruiser Blue Line, RTA Route 206, and Metrolink trains accessed at the North Main Metrolink Station approximately 0.75 miles northwest of the Project Site. The transit service in the vicinity of the Project Site is illustrated in Exhibit 5A.

Bicycle facilities adjacent to the Project Site include Class II bike lanes (i.e., striped curbside bicycle lanes) along E. Sixth Street east of E. Grand Boulevard, Class III bike lanes (i.e., “sharrows,” or

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shared lane markings indicating bicycles may share a lane with vehicles) along E. Sixth Street west of E. Grand Boulevard, and a Class III bike route along E. Grand Boulevard north of E. Sixth Street. Pedestrian facilities include sidewalks along all frontages with marked crossings adjacent to the Project Site at Intersections #7, E. Grand Boulevard & E. Sixth Street, and #9, Rimpau Avenue & E. Sixth Street. The bicycle and pedestrian facilities in the vicinity of the Project Site are illustrated in Exhibit 5B.

## **EXISTING TRAFFIC CONDITIONS**

New traffic counts were collected at the analyzed intersections and street segment locations in February 2026. The counts were collected on a weekday and Saturday on days with clear weather during a non-holiday week. Intersection turning movement counts were collected during typical weekday morning (6:30 AM to 9:00 AM) and afternoon (4:00 PM to 6:00 PM) peak periods and on Saturday during the midday peak period (12:00 PM to 2:00 PM). Street segment counts were collected over a 24-hour period on the same weekday and Saturday as the intersection counts. The traffic count sheets are provided in Appendix A.

The peak hour was the busiest consecutive 60-minute period of each counted peak period at each intersection. The existing weekday peak hour intersection counts are illustrated in Exhibit 6A and Saturday peak hour intersection counts in Exhibit 6B; the existing weekday and Saturday street segment volumes are provided in Exhibit 7.

### **Intersection LOS**

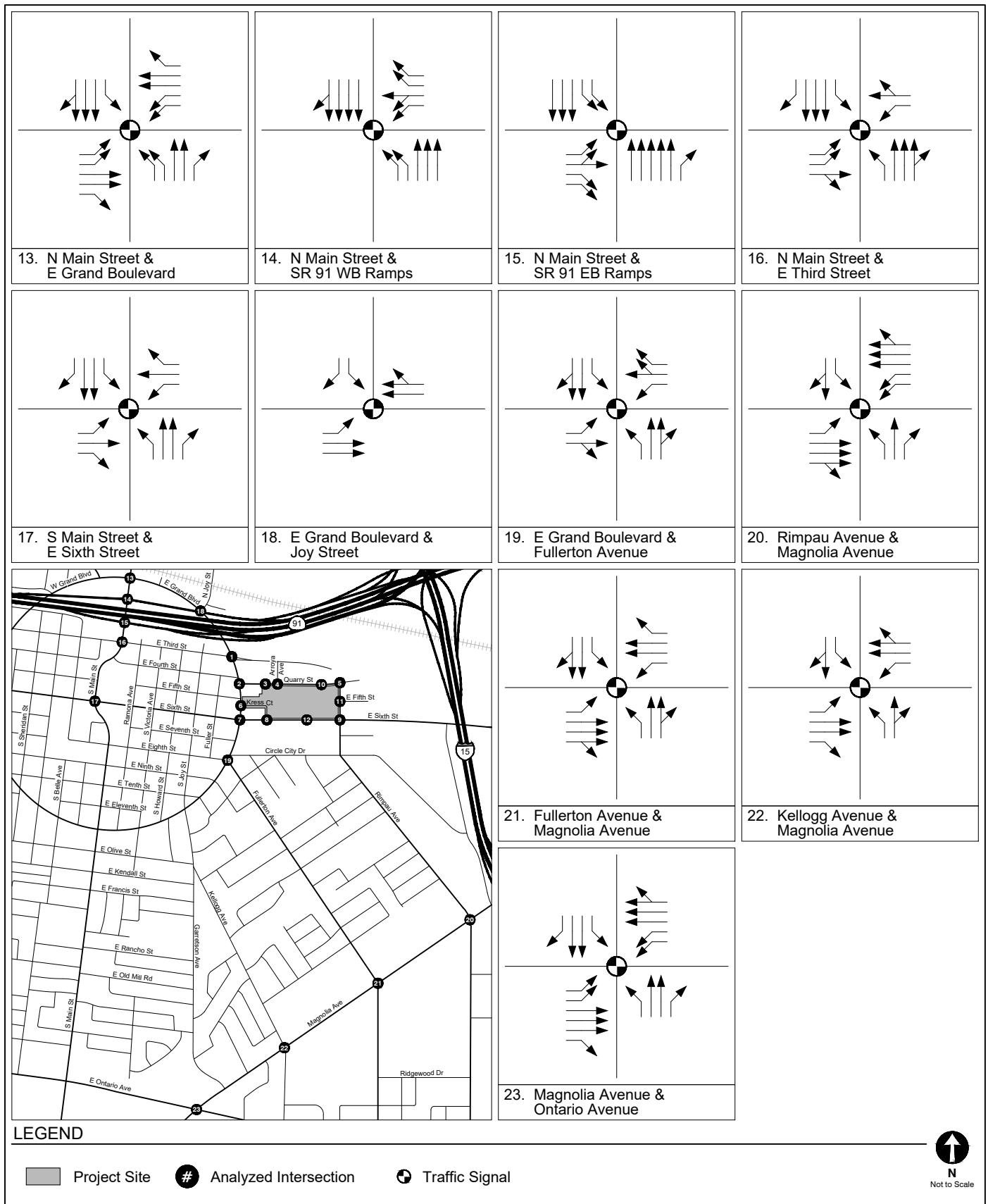
Table 7A summarizes the weekday morning and afternoon and Saturday midday peak hour LOS results for the study intersections under Existing Conditions. As shown, 22 out of the 23 study intersections operate at LOS D or better during all three peak hours. Intersection #20, Rimpau Avenue & Magnolia Avenue, operates at LOS E during the weekday afternoon and Saturday midday peak hours. Detailed LOS worksheets are provided in Appendix B.



### **Street Segment Capacity Evaluation**

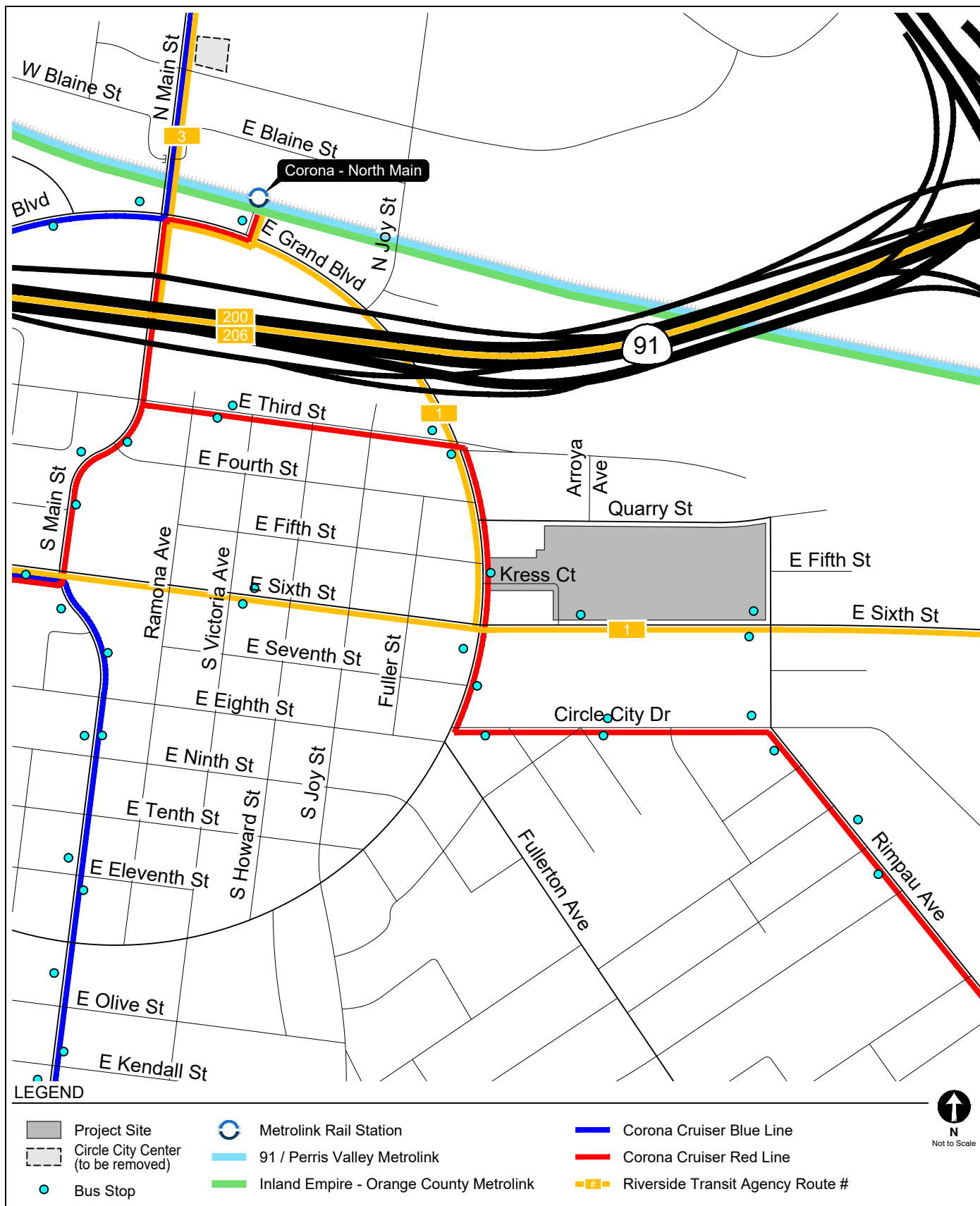
Table 7B summarizes the weekday and Saturday street segment analysis. As shown, all 12 segments have daily traffic volumes below the facility capacities on weekdays and Saturdays.

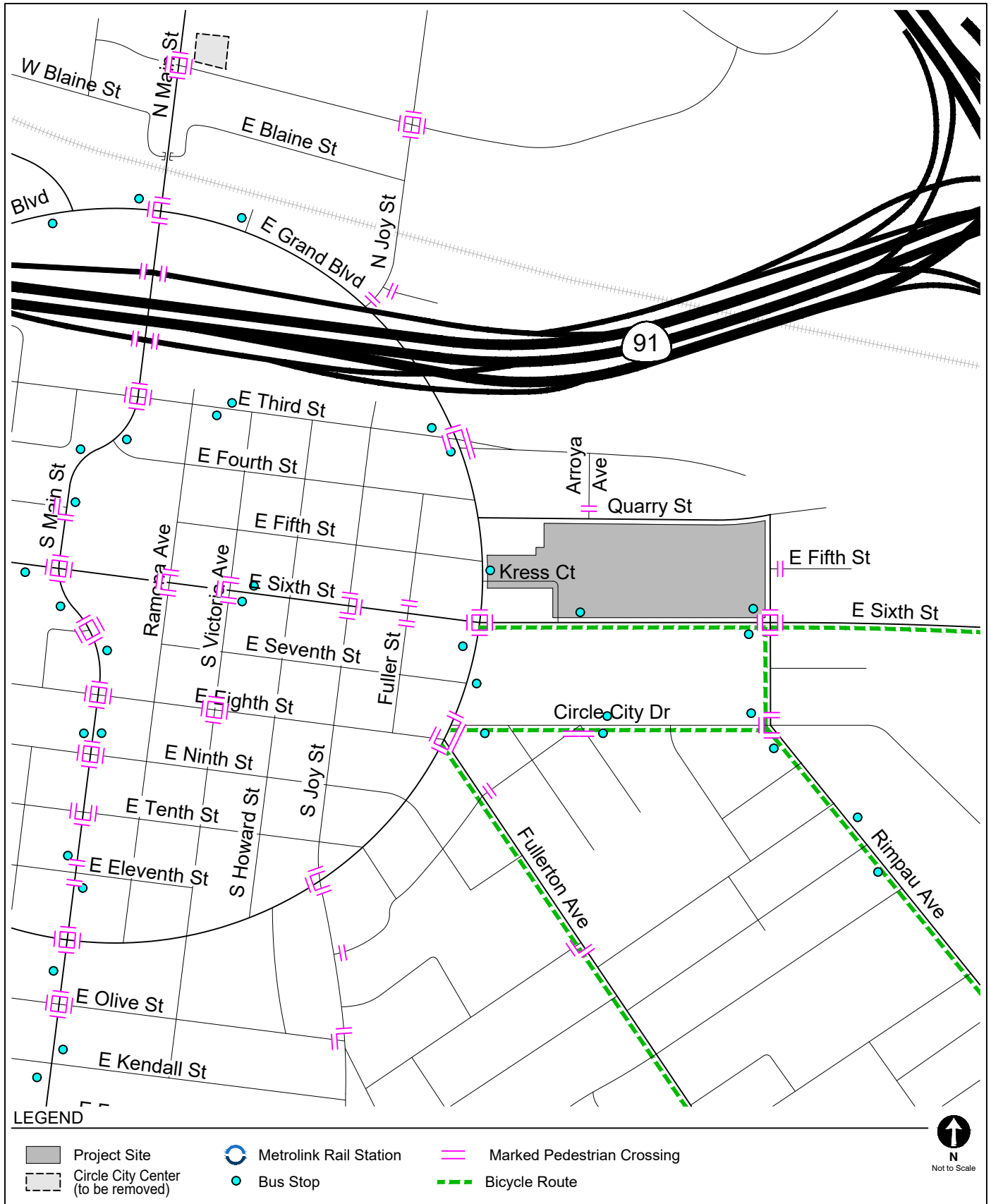




INTERSECTION LANE CONFIGURATIONS AND CONTROLS

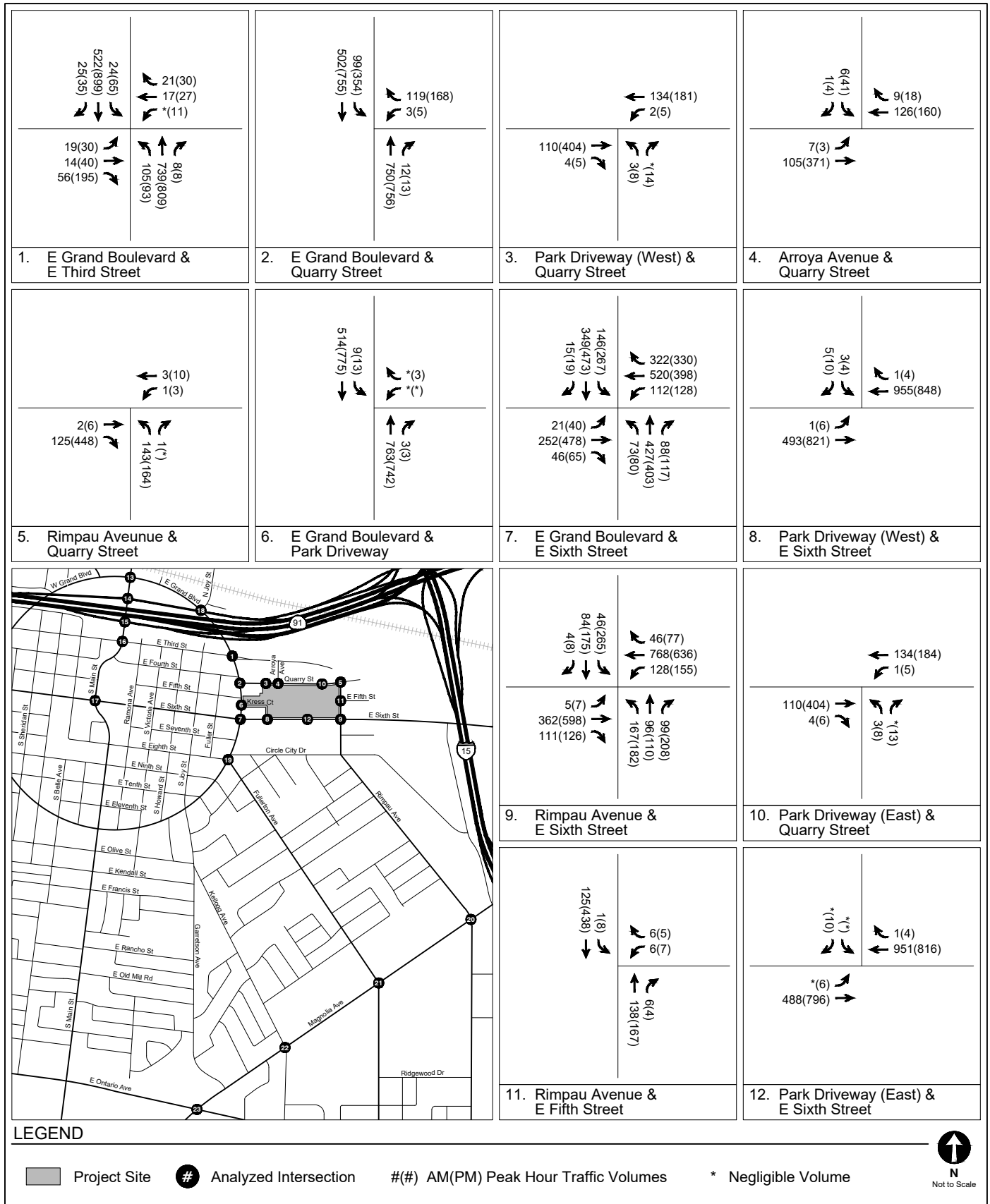
EXHIBIT  
4 (CONT.)





EXISTING BICYCLE AND PEDESTRIAN FACILITIES

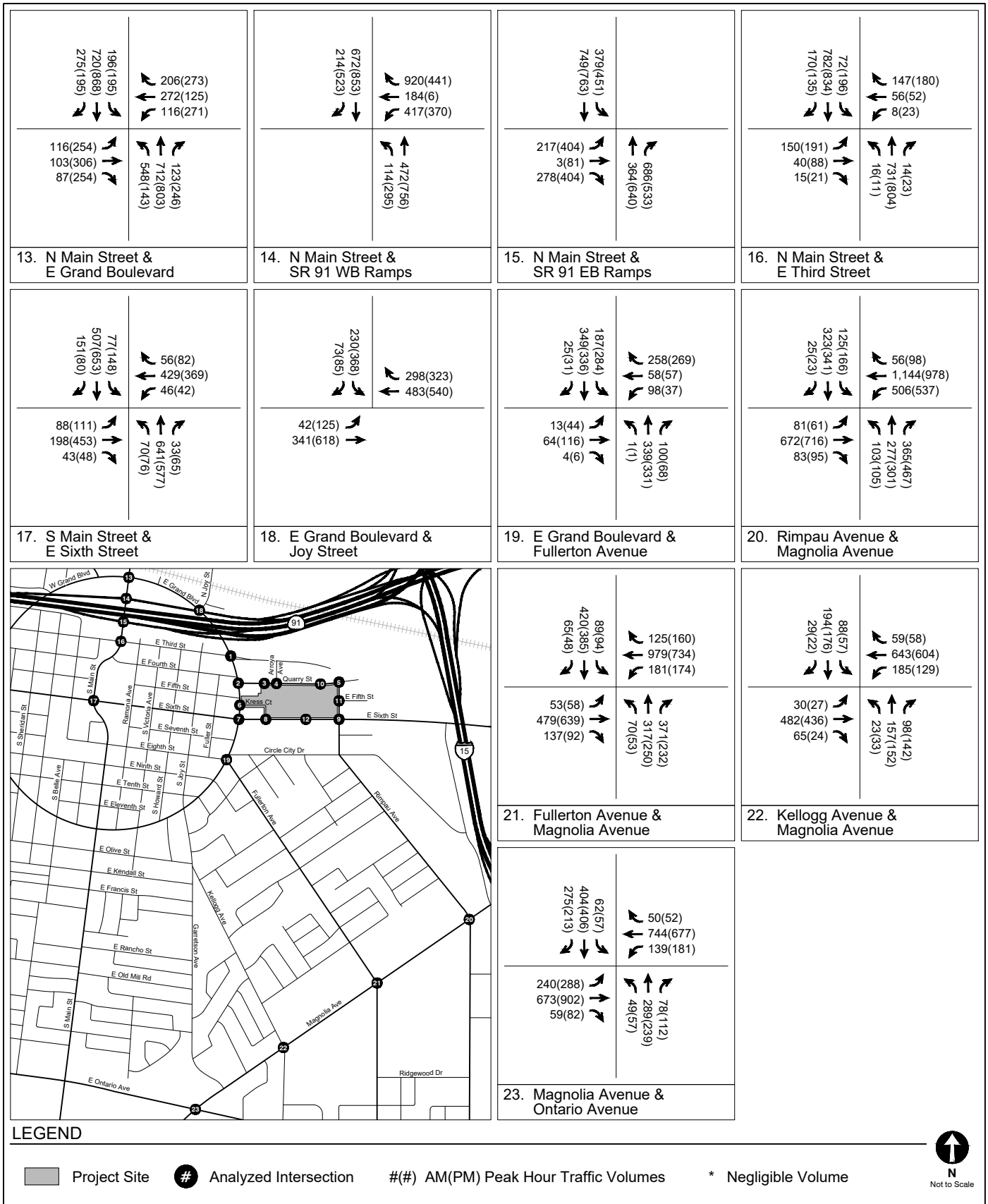
EXHIBIT  
5B



EXISTING CONDITIONS (YEAR 2026)  
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

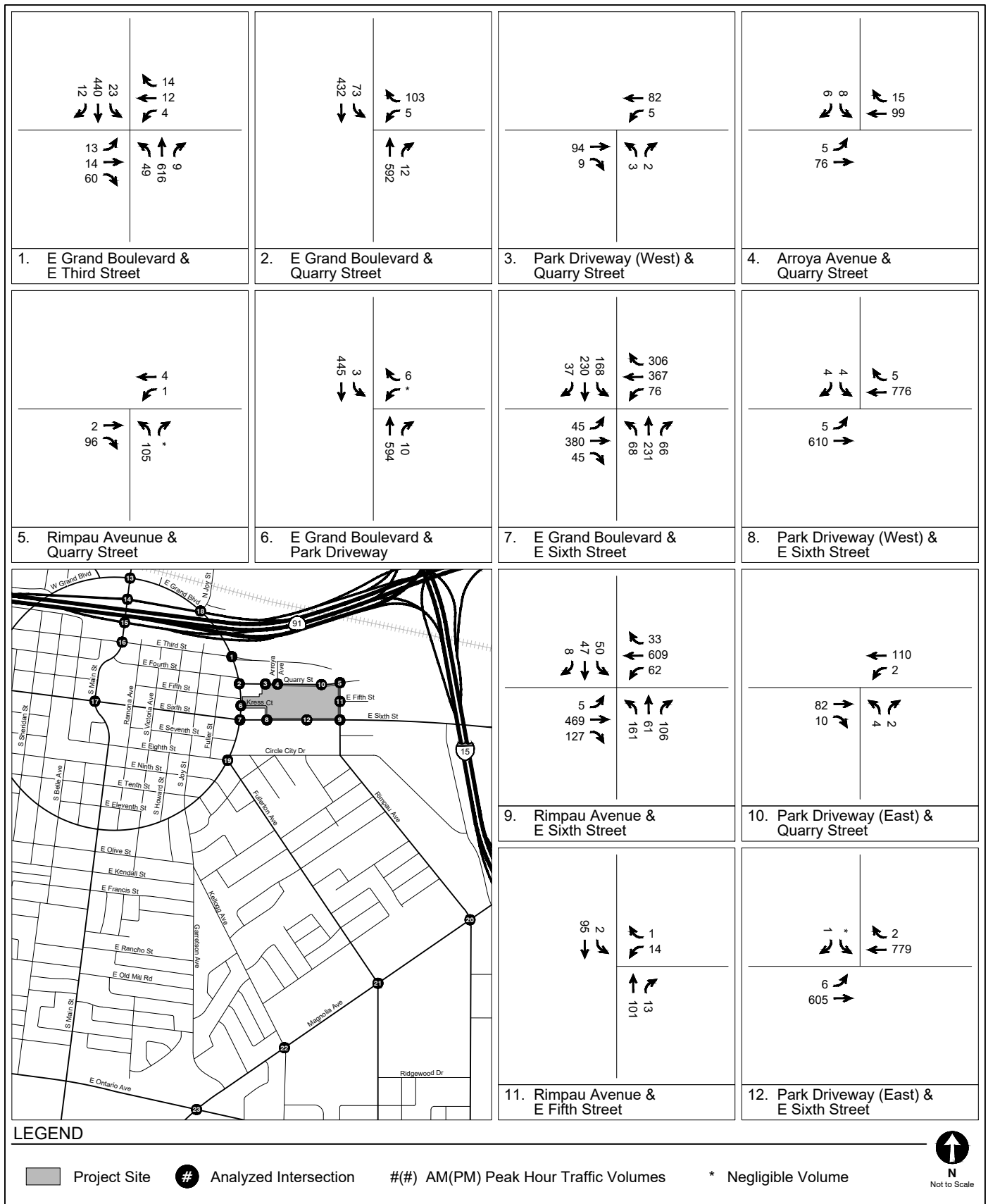
EXHIBIT  
6A





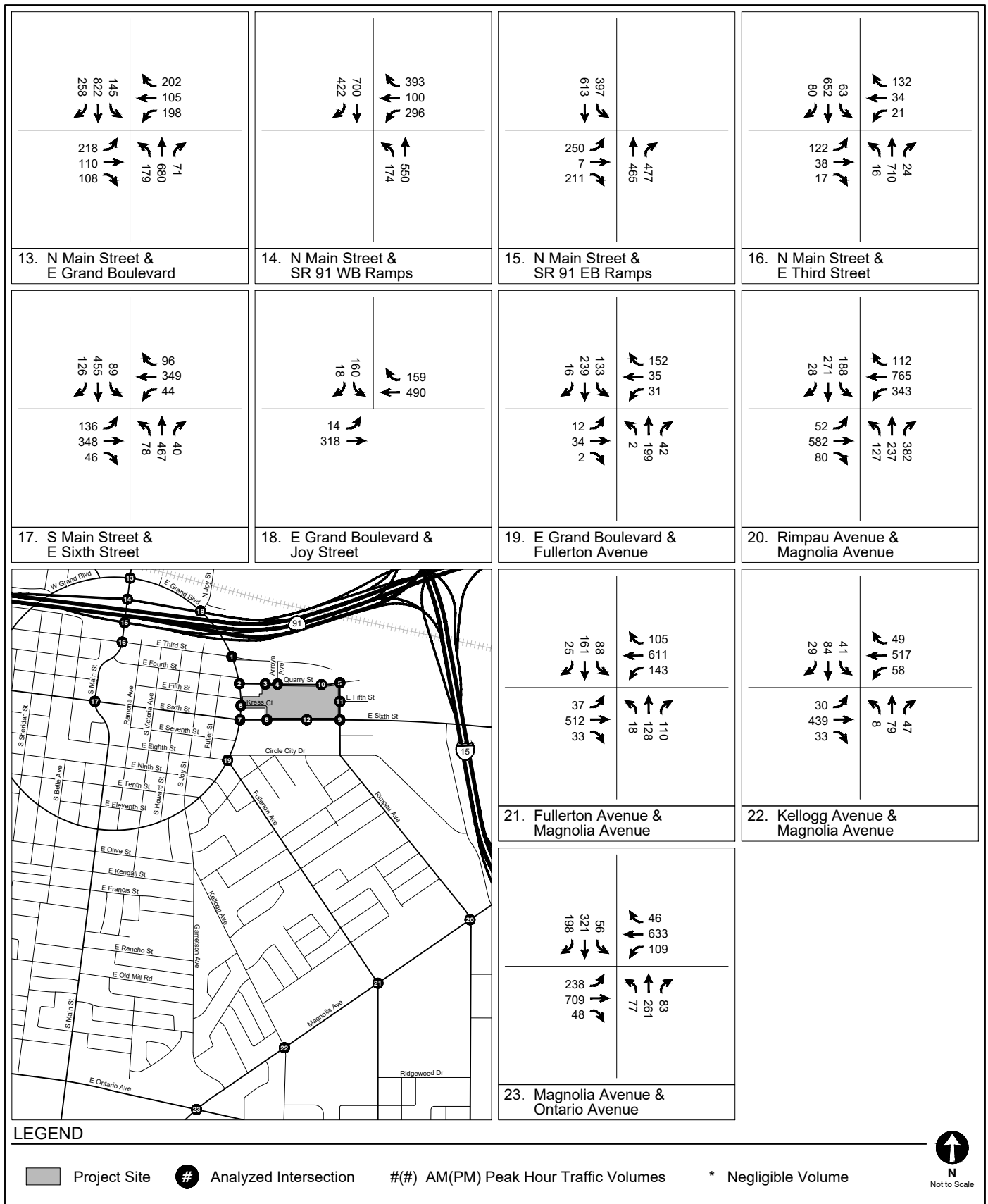
EXISTING CONDITIONS (YEAR 2026)  
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

EXHIBIT  
6A (CONT.)



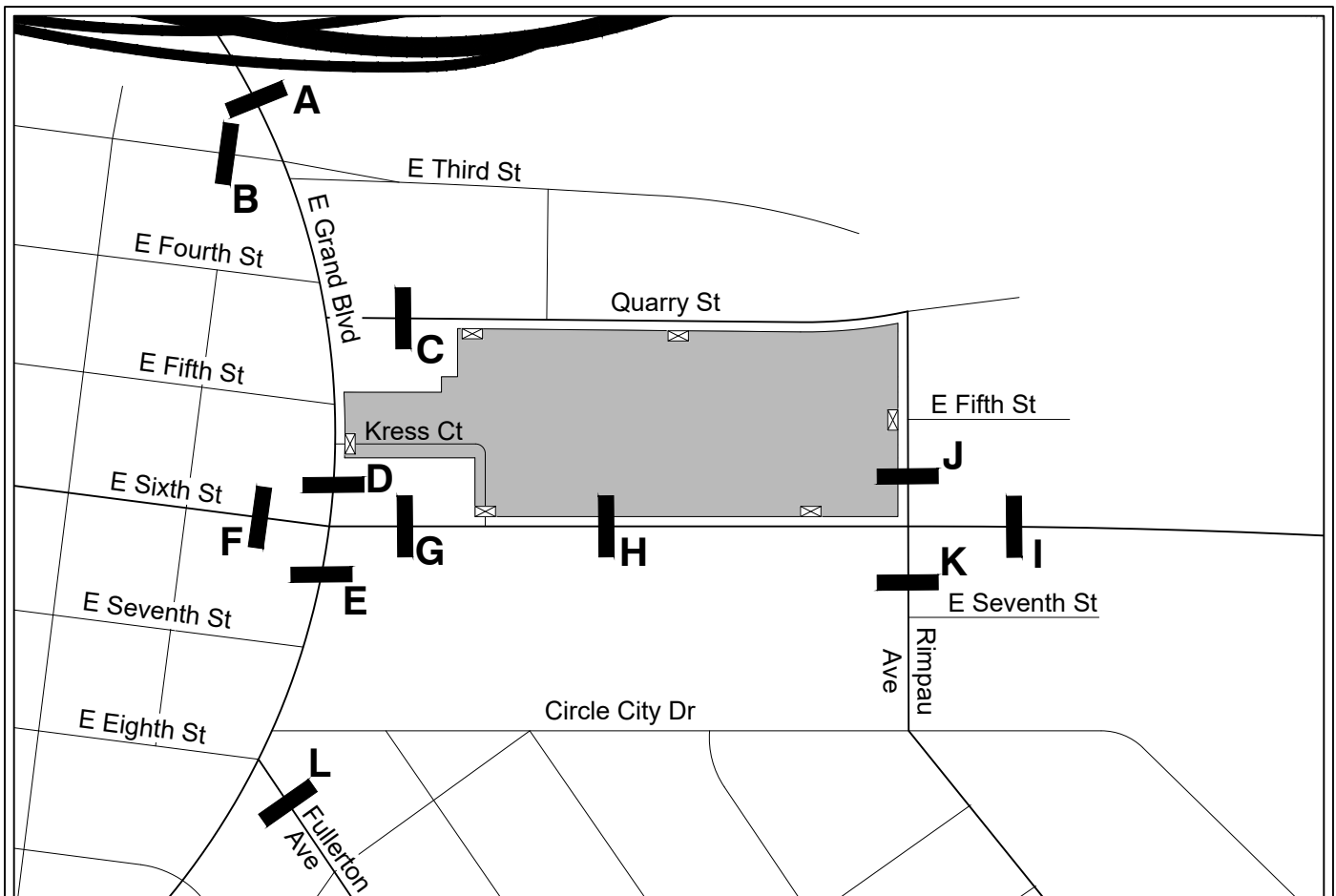
EXISTING CONDITIONS (YEAR 2026)  
SATURDAY PEAK HOUR TRAFFIC VOLUMES

EXHIBIT  
6B



EXISTING CONDITIONS (YEAR 2026)  
SATURDAY PEAK HOUR TRAFFIC VOLUMES

EXHIBIT  
6B (CONT.)



| Segment | Direction | Existing |          | Existing with Project |          | Future without Project |          | Future with Project |          |
|---------|-----------|----------|----------|-----------------------|----------|------------------------|----------|---------------------|----------|
|         |           | Weekday  | Saturday | Weekday               | Saturday | Weekday                | Saturday | Weekday             | Saturday |
| A       | N-S       | 19,441   | 13,408   | 20,013                | 13,811   | 20,631                 | 14,229   | 21,203              | 14,632   |
| B       | E-W       | 3,471    | 2,290    | 3,629                 | 2,398    | 4,247                  | 3,086    | 4,405               | 3,194    |
| C       | E-W       | 3,672    | 2,136    | 4,283                 | 2,553    | 3,897                  | 2,267    | 4,508               | 2,684    |
| D       | N-S       | 18,061   | 13,105   | 18,464                | 13,393   | 19,179                 | 13,910   | 19,582              | 14,198   |
| E       | N-S       | 13,537   | 9,838    | 14,015                | 10,170   | 14,888                 | 11,044   | 15,366              | 11,376   |
| F       | E-W       | 14,345   | 11,966   | 14,556                | 12,122   | 15,807                 | 13,356   | 16,018              | 13,512   |
| G       | E-W       | 22,175   | 17,325   | 22,537                | 17,590   | 23,634                 | 18,443   | 23,996              | 18,708   |
| H       | E-W       | 21,887   | 17,299   | 21,842                | 17,287   | 23,328                 | 18,416   | 23,283              | 18,404   |
| I       | E-W       | 22,021   | 16,126   | 22,165                | 16,236   | 23,471                 | 17,171   | 23,615              | 17,281   |
| J       | N-S       | 4,094    | 7,146    | 4,614                 | 7,501    | 4,345                  | 7,583    | 4,865               | 7,938    |
| K       | N-S       | 9,530    | 2,349    | 9,896                 | 2,605    | 10,114                 | 2,493    | 10,480              | 2,749    |
| L       | N-S       | 8,919    | 6,392    | 9,171                 | 6,570    | 9,973                  | 7,387    | 10,225              | 7,565    |

**LEGEND**

Project Site
 Project Driveway
 Analyzed Street Segment



**DAILY SEGMENT VOLUMES**

**EXHIBIT  
7**

**TABLE 7A**  
**EXISTING CONDITIONS (YEAR 2026)**  
**INTERSECTION LEVEL OF SERVICE ANALYSIS**

| No.        | Intersection                                       | Peak Hour           | Existing Conditions  |             |
|------------|----------------------------------------------------|---------------------|----------------------|-------------|
|            |                                                    |                     | Delay                | LOS         |
| 1.         | E. Grand Boulevard &<br>E. Third Street            | AM<br>PM<br>Sat Mid | 9.1<br>14.0<br>8.4   | A<br>B<br>A |
| 2.<br>[a]  | E. Grand Boulevard &<br>Quarry Street              | AM<br>PM<br>Sat Mid | 13.2<br>16.1<br>11.9 | B<br>C<br>B |
| 3.<br>[a]  | Park Driveway (West) &<br>Quarry Street            | AM<br>PM<br>Sat Mid | 10.1<br>12.1<br>9.3  | B<br>B<br>A |
| 4.<br>[a]  | Arroya Avenue &<br>Quarry Street                   | AM<br>PM<br>Sat Mid | 9.9<br>13.2<br>9.4   | A<br>B<br>A |
| 5.<br>[a]  | Rimpau Avenue &<br>Quarry Street                   | AM<br>PM<br>Sat Mid | 9.7<br>11.6<br>9.3   | A<br>B<br>A |
| 6.<br>[a]  | E. Grand Boulevard &<br>Kress Court                | AM<br>PM<br>Sat Mid | 0.2<br>11.1<br>10.5  | A<br>B<br>B |
| 7.         | E. Grand Boulevard &<br>E. Sixth Street            | AM<br>PM<br>Sat Mid | 37.2<br>39.8<br>22.4 | D<br>D<br>C |
| 8.<br>[a]  | Kress Court &<br>E. Sixth Street                   | AM<br>PM<br>Sat Mid | 15.2<br>14.1<br>14.4 | C<br>B<br>B |
| 9.         | Rimpau Avenue &<br>E. Sixth Street                 | AM<br>PM<br>Sat Mid | 21.2<br>42.9<br>24.8 | C<br>D<br>C |
| 10.<br>[a] | Park Driveway (East) &<br>Quarry Street            | AM<br>PM<br>Sat Mid | 10.0<br>12.1<br>9.4  | A<br>B<br>A |
| 11.<br>[a] | Rimpau Avenue &<br>Park Driveway / E. Fifth Street | AM<br>PM<br>Sat Mid | 9.8<br>12.0<br>9.8   | A<br>B<br>A |
| 12.<br>[a] | Park Dwy (East) &<br>E. Sixth Street               | AM<br>PM<br>Sat Mid | 0.0<br>11.6<br>11.2  | A<br>B<br>B |

**Notes:**

LOS = level of service

[a] Intersection analysis based on the HCM Two-Way Stop Controlled unsignalized methodology. Reported results reflect the control delay for the worst-case approach. The average intersection delay is provided in Appendix B.

**TABLE 7A (CONT'D)**  
**EXISTING CONDITIONS (YEAR 2026)**  
**INTERSECTION LEVEL OF SERVICE ANALYSIS**

| No. | Intersection                           | Peak Hour | Existing Conditions |     |
|-----|----------------------------------------|-----------|---------------------|-----|
|     |                                        |           | Delay               | LOS |
| 13. | N. Main Street & Grand Boulevard       | AM        | 44.4                | D   |
|     |                                        | PM        | 47.2                | D   |
|     |                                        | Sat Mid   | 38.6                | D   |
| 14. | N. Main Street & SR 91 Westbound Ramps | AM        | 39.2                | D   |
|     |                                        | PM        | 22.0                | C   |
|     |                                        | Sat Mid   | 20.2                | C   |
| 15. | N. Main Street & SR 91 Eastbound Ramps | AM        | 18.2                | B   |
|     |                                        | PM        | 28.6                | C   |
|     |                                        | Sat Mid   | 18.8                | B   |
| 16. | S. Main Street & E. Third Street       | AM        | 12.0                | B   |
|     |                                        | PM        | 30.6                | C   |
|     |                                        | Sat Mid   | 21.4                | C   |
| 17. | S. Main Street & E. Sixth Street       | AM        | 35.2                | D   |
|     |                                        | PM        | 39.2                | D   |
|     |                                        | Sat Mid   | 33.6                | C   |
| 18. | E. Grand Boulevard & Joy Street        | AM        | 14.8                | B   |
|     |                                        | PM        | 21.9                | C   |
|     |                                        | Sat Mid   | 11.6                | B   |
| 19. | E. Grand Boulevard & Fullerton Avenue  | AM        | 12.7                | B   |
|     |                                        | PM        | 13.7                | B   |
|     |                                        | Sat Mid   | 10.2                | B   |
| 20. | Rimpau Avenue & Magnolia Avenue        | AM        | 50.8                | D   |
|     |                                        | PM        | 68.9                | E   |
|     |                                        | Sat Mid   | 64.6                | E   |
| 21. | Fullerton Avenue & Magnolia Avenue     | AM        | 41.8                | D   |
|     |                                        | PM        | 40.4                | D   |
|     |                                        | Sat Mid   | 34.1                | C   |
| 22. | Kellogg Avenue & Magnolia Avenue       | AM        | 32.4                | C   |
|     |                                        | PM        | 24.9                | C   |
|     |                                        | Sat Mid   | 17.1                | B   |
| 23. | Magnolia Avenue & Ontario Avenue       | AM        | 31.9                | C   |
|     |                                        | PM        | 34.1                | C   |
|     |                                        | Sat Mid   | 18.9                | B   |

Notes:

LOS = level of service

- [a] Intersection analysis based on the HCM Two-Way Stop Controlled unsignalized methodology. Reported results reflect the control delay for the worst-case approach. The average intersection delay is provided in Appendix B.

**TABLE 7B  
EXISTING CONDITIONS (YEAR 2026)  
STREET SEGMENT CAPACITY EVALUATION**

| No.       | Street Segment                                                    | Classification<br>& Lanes             | Maximum<br>Volume &<br>Target LOS<br>[a] | Day                 | Existing Conditions |                     |
|-----------|-------------------------------------------------------------------|---------------------------------------|------------------------------------------|---------------------|---------------------|---------------------|
|           |                                                                   |                                       |                                          |                     | Volume              | Exceeds<br>Maximum? |
| A.        | E. Grand Boulevard<br><i>North of E. Third Street</i>             | Major Arterial<br>4 lanes + 2WLT      | 32,300 vpd<br>LOS D                      | Weekday<br>Saturday | 19,441<br>13,408    | no<br>no            |
| B.        | E. 3rd Street<br><i>West of E. Grand Boulevard</i>                | Collector<br>2 lanes                  | 11,700 vpd<br>LOS D                      | Weekday<br>Saturday | 3,471<br>2,290      | no<br>no            |
| C.        | Quarry Street<br><i>East of E. Grand Boulevard</i>                | Collector<br>2 lanes                  | 11,700 vpd<br>LOS D                      | Weekday<br>Saturday | 3,672<br>2,136      | no<br>no            |
| D.        | E. Grand Boulevard<br><i>North of E. Sixth Street</i>             | Major Arterial<br>4 lanes + 2WLT      | 32,300 vpd<br>LOS D                      | Weekday<br>Saturday | 18,061<br>13,105    | no<br>no            |
| E.        | E. Grand Boulevard<br><i>South of E. Sixth Street</i>             | Major Arterial<br>4 lanes + 2WLT      | 32,300 vpd<br>LOS D                      | Weekday<br>Saturday | 13,537<br>9,838     | no<br>no            |
| F.<br>[b] | E. Sixth Street<br><i>West of E. Grand Boulevard</i>              | Mixed-Use Boulevard<br>2 lanes + 2WLT | 16,700 vpd<br>LOS E/F                    | Weekday<br>Saturday | 14,345<br>11,966    | no<br>no            |
| G.        | E. Sixth Street<br><i>East of E. Grand Boulevard</i>              | Mixed-Use Boulevard<br>4 lanes + 2WLT | 32,300 vpd<br>LOS D                      | Weekday<br>Saturday | 22,175<br>17,325    | no<br>no            |
| H.        | E. Sixth Street<br><i>Between Kress Court &amp; Rimpau Avenue</i> | Mixed-Use Boulevard<br>4 lanes + 2WLT | 32,300 vpd<br>LOS D                      | Weekday<br>Saturday | 21,887<br>17,299    | no<br>no            |
| I.        | E. Sixth Street<br><i>East of Rimpau Avenue</i>                   | Major Arterial<br>4 lanes + 2WLT      | 32,300 vpd<br>LOS D                      | Weekday<br>Saturday | 22,021<br>16,126    | no<br>no            |
| J.        | Rimpau Avenue<br><i>North of E. Sixth Street</i>                  | Collector<br>2 lanes                  | 11,700 vpd<br>LOS D                      | Weekday<br>Saturday | 4,094<br>7,146      | no<br>no            |
| K.        | Rimpau Avenue<br><i>South of E. Sixth Street</i>                  | Secondary Arterial<br>2 lanes + 2WLT  | 16,200 vpd<br>LOS D                      | Weekday<br>Saturday | 9,530<br>2,349      | no<br>no            |
| L.        | Fullerton Avenue<br><i>South of E. Grand Boulevard</i>            | Special Residential<br>2 lanes + 2WLT | 11,700 vpd<br>LOS D                      | Weekday<br>Saturday | 8,919<br>6,392      | no<br>no            |

Notes:

2WLT = two-way left-turn median. LOS = level of service. vpd = vehicles per day (two directions).

[a] Estimated capacity per City of Corona, Standard Plan 100 - Street Design Table & *General Plan 2020-2040 Technical Background Report* for the respective street classification. Target LOS is from Goal CE-1.5 in the Circulation Element.

[b] A LOS E/F operational exemption was identified in the Circulation Element for E. Sixth Street within the Circle.

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## **Chapter 4**

### **Future Conditions**

This chapter describes the development of Future traffic estimates.

#### **PROJECT TRAFFIC**

##### **Trip Generation**

The two primary components of the Project Site that generate off-site trips are the community center and the aquatic center. Project trip generation – including weekday daily, weekday morning and afternoon peak hour, Saturday daily, and Saturday midday peak hour – for these two uses was estimated using various sources. For the community center and the Circle City Center relocation, trip generation was estimated using rates published in *Trip Generation Manual, 12<sup>th</sup> Edition* (Institute of Transportation Engineers [ITE], 2025) (Trip Generation Manual). Trip generation associated with the aquatic center was based on data obtained from other municipal aquatic centers in nearby cities. Each is described in detail below.

In consultation with City staff, a trip reduction of 10% was applied to reflect potential non-automobile travel (e.g., bicycling or walking) to and from the Project Site and Circle City Center.

**Community Center.** The Community Recreation Center rates (ITE Land Use Code 495) were utilized to estimate trip generation for the community center at City Park and the Circle City Center relocation. Consistent with the proposed uses at the Project Site, this land use is described in the Trip Generation Manual as “a stand-alone public facility similar to and including YMCAs. These facilities often include...meeting rooms and other social facilities, ...exercise classes, weightlifting and gymnastics equipment...” These trip rates are shown in Table 8.



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**Aquatic Center.** The Trip Generation Manual does not provide rates specific to an aquatic center. Therefore, a trip generation study was prepared to develop the appropriate trip generation rates. Data was obtained from four comparable municipal aquatic facilities located in Southern California and selected by City staff. Each of the following operational characteristics were collected for these facilities with assistance from the respective staff:

- Facility size
- Operating hours
- Staffing levels
- Peak season (i.e., summer, when schools are out of session) programming schedule
- Program capacities
- Attendance data
- Seasonality
- Facility operating limits
- Other general facility observations

Trip generation rates were developed from the operational characteristics for each facility on a per person basis of the daily programming capacity. The four facilities' rates were averaged to develop peak season trip generation rates to apply to the Project. Additionally, based on the seasonality and attendance data, off-peak season (i.e., during the school year) rates were estimated to be 20% lower than peak season rates. Based on discussion with City staff, the off-peak season was determined to better represent typical conditions for the purpose of this traffic analysis. The off-peak season rates are shown in Table 8. The full development of the aquatic center trip generation rates, including peak season and off-peak season rates, is provided in Appendix C.

**Project Trip Generation Summary.** Table 8 details the calculation of the Project's trip generation estimates. As shown, the community center and aquatic center (during the off-peak season) combined would generate approximately 2,261 trips on a weekday, including 152 during the morning peak hour and 251 during the afternoon peak hour. They would generate approximately 1,544 daily trips on a Saturday, including 157 during the midday peak hour. These estimates represent the total number of trips to and from the Project Site.

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As described in Chapter 1, all programming and services offered at the Circle City Center will be permanently relocated to City Park. As shown in Table 8, Circle City Center is estimated to generate approximately 830 trips on a weekday (including 59 morning peak hour trips and 83 afternoon peak hour trips) and 444 trips on a Saturday (including 32 midday peak hour trips). These trips are considered to be inherent in the Project Site trip generation estimates described above and would no longer travel to and from the Circle City Center. As this is all an effect of the Project, the Project is considered to have a net trip generation of 1,431 trips on a weekday (including 94 during the morning peak hour and 168 during the afternoon peak hour) and 1,100 trips on a Saturday (including 124 during the midday peak hour).

### **Trip Distribution**

TIS Guidelines Section 4.4 requires that projects generating over 200 gross peak hour trips use the City's Traffic Forecast Model (City Model) to determine the geographic distribution pattern of project trips. However, the City Model was determined by City staff not to be suitable for use with the Project.<sup>2</sup> Instead, the City's "big data" subscription service (Placer.ai) was identified as an acceptable substitute. This service aggregates millions of electronic geo-location records from cell phones and connected vehicles and combines it with a predictive algorithms to estimate distribution patterns in the form of origin/destination zip code data.

In this case, City staff obtained annualized visitor origin data for seven different City parks. These were reviewed to determine local vs. regional distribution, general directional distribution patterns for each park, and remove outliers (i.e., originations from distant zip codes). The commonalities in these patterns were translated to the Project Site to develop Project trip distribution patterns, as recommended by City staff. In general, the Project distribution was estimated to be 25% each to the north and west and 20% each to the south and east outside of the Study Area, with 10% within the Study Area.

The local distribution was further refined based on the characteristics of the street system serving the Project Site, the locations of residential and commercial centers from which visitors might be

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<sup>2</sup> The public park use is an atypical use in the Traffic Forecast Model and was not anticipated to provide sufficient data from a select zone analysis to inform the trip distribution development.

---

drawn, existing traffic volumes and operating conditions, and the locations of Project Site driveways and parking areas. The overall Project Site trip distribution pattern is illustrated in Exhibit 8.

The same process was also applied to the Circle City Center site to evaluate the elimination of existing trips from that location. The trip distribution pattern for Circle City Center is provided in Exhibit 9.

### **Trip Assignment**

The Project trip generation estimates detailed in Table 8 were distributed according to the patterns for the Project Site and the Circle City Center shown in Exhibits 8 and 9, respectively. Exhibit 10A illustrates the Project-only traffic volumes at the study intersections during typical weekday morning and afternoon peak hours and Exhibit 10B illustrates the volumes during the Saturday mid-day peak hour. Exhibit 7 illustrates the weekday and Saturday segment volumes. In each Exhibit, the Project-only volumes include both the gross Project Site trip generation using the Project Site distribution pattern and the removal of Circle City Center trips using the Circle City Center distribution pattern.

### **EXISTING WITH PROJECT**

The Existing with Project Conditions traffic volumes were developed by combining the Existing Conditions traffic volumes illustrated in Exhibits 6A and 6B and the Project-only traffic volumes in Exhibits 10A and 10B. The resulting Existing with Project conditions for weekday and Saturday are illustrated in Exhibits 11A and 11B, respectively. The weekday and Saturday street segment volumes are illustrated in Exhibit 7.

### **FUTURE TRAFFIC GROWTH**

For the analysis of Future Conditions, existing traffic volumes are expected to increase both due to known planned developments in the Study Area (Cumulative Projects) as well as general regional growth and development beyond the boundaries of the Study Area (ambient growth).

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## **Cumulative Projects**

The City Planning Department provided a list of current development projects in the City as of February 2026. Though the buildout years of many of these Cumulative Projects are uncertain and may be well beyond the buildout year of the Project and, notwithstanding that some may never be approved or developed, all that met the screening criteria below were assumed to be completed by the Project buildout year 2029. Therefore, the traffic growth due to the development of Cumulative Projects considered in this analysis is highly conservative and, by itself, substantially overestimates the actual traffic volume growth in the area that would likely occur in the next three years prior to Project buildout.

The list was screened for projects generally within a 1.0-mile radius of the Project Site. All commercial projects greater than 10,000 sf and residential projects greater than 15 dwelling units were included in the development of Future Conditions. Projects below those thresholds were presumed to be captured within the ambient growth factor described below. The projects meeting the selection criteria are detailed in Table 9 with their locations illustrated in Exhibit 12.

The development of estimated traffic volumes added to the study intersections due to Related Projects involves the use of the same three-step process of trip generation, trip distribution, and trip assignment used for the Project. Trip generation estimates for the Cumulative Projects, shown in Table 9, were calculated using the descriptions and applying the appropriate trip generation rates from the Trip Generation Manual. The geographic distribution of Cumulative Projects traffic was developed based on the type and density of the proposed land uses, the geographic distribution of the population from which the employees/residents and potential patrons of the proposed developments are drawn, and the location of these projects in relation to the surrounding street system. Exhibits 13A and 13B illustrate the peak hour traffic volumes associated with these Cumulative Projects at the study locations on a weekday and Saturday, respectively. Exhibit 7 illustrates the Cumulative Project weekday and Saturday segment volumes.

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## **Ambient Growth**

Existing traffic is also expected to increase because of regional growth and development not yet proposed or located outside the Study Area. Based on the TIS Guidelines, an ambient growth factor of 2% per year compounded annually was applied to the existing traffic volumes to reflect the effects of the regional growth and development. The total adjustment applied over the three-year period between year 2026 and year 2029 (the anticipated buildout year of the Project) was 6.12%. When considered along with the Cumulative Projects, the traffic growth assumption is even more conservative.

## **FUTURE CONDITIONS TRAFFIC VOLUMES (YEAR 2029)**

### **Future without Project Conditions Traffic Volumes**

The Future without Project Conditions traffic volumes are, therefore, the sum of the Existing Conditions traffic volumes, 6.12% ambient growth, and the Cumulative Projects traffic volumes from Exhibits 13A and 13B. The weekday and Saturday peak hour traffic volumes are illustrated in Exhibits 14A and 14B, respectively. The weekday and Saturday segment volumes are illustrated in Exhibit 7.

### **Future with Project Traffic Volumes**

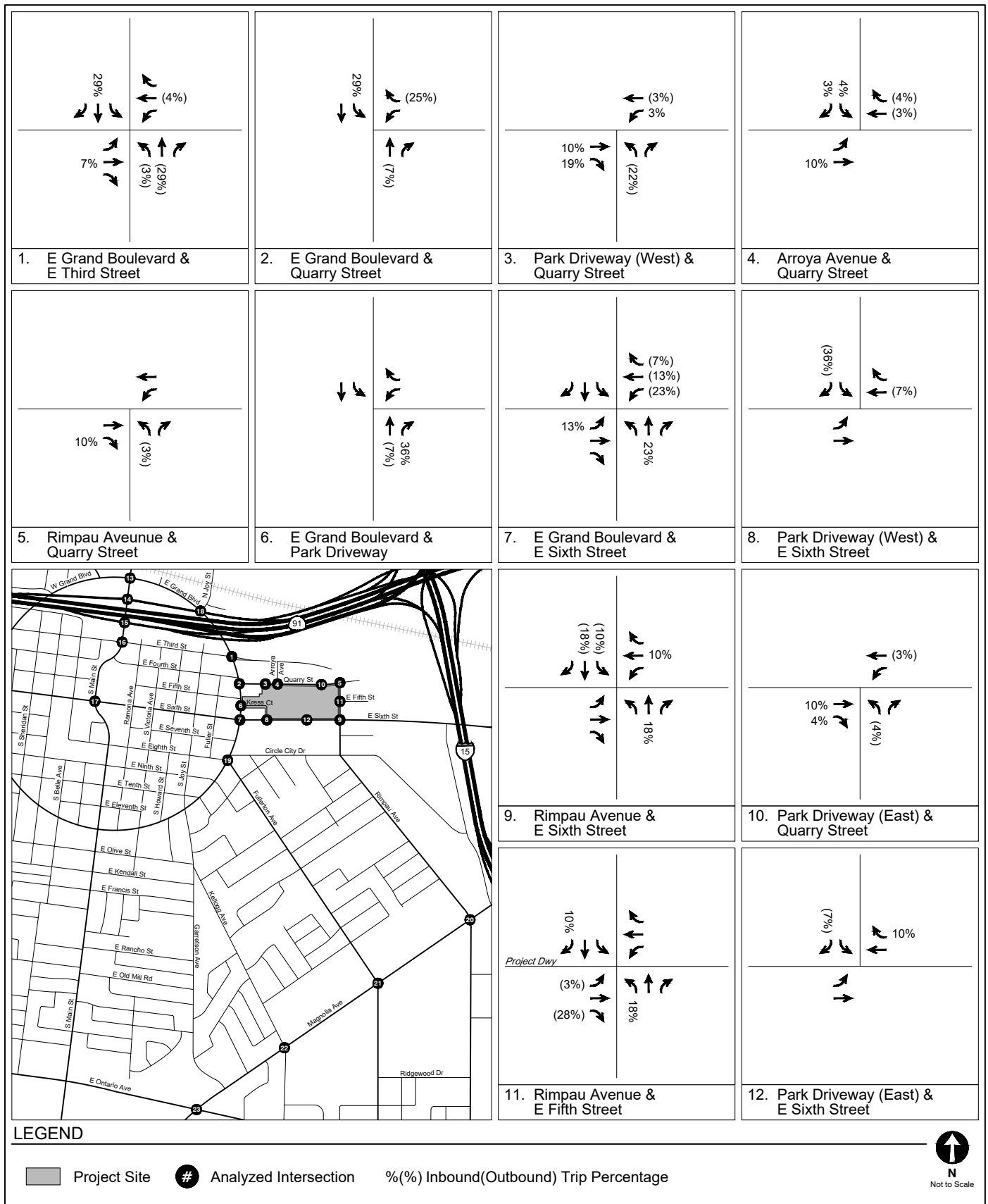
The Future with Project Conditions traffic volumes add the Project Only traffic volumes from Exhibits 10A and 10B to the Future without Project Conditions traffic volumes from Exhibits 14A and 14B. The weekday and Saturday peak hour traffic volumes are illustrated in Exhibits 15A and 15B, respectively. The weekday and Saturday segment volumes are illustrated in Exhibit 7.

## **FUTURE ROADWAY IMPROVEMENTS**

The Streetscape Enhancements component of the City's *Downtown Revitalization Plan* (2022) identified the addition of a landscaped center median to the E. Sixth Street corridor. This will result

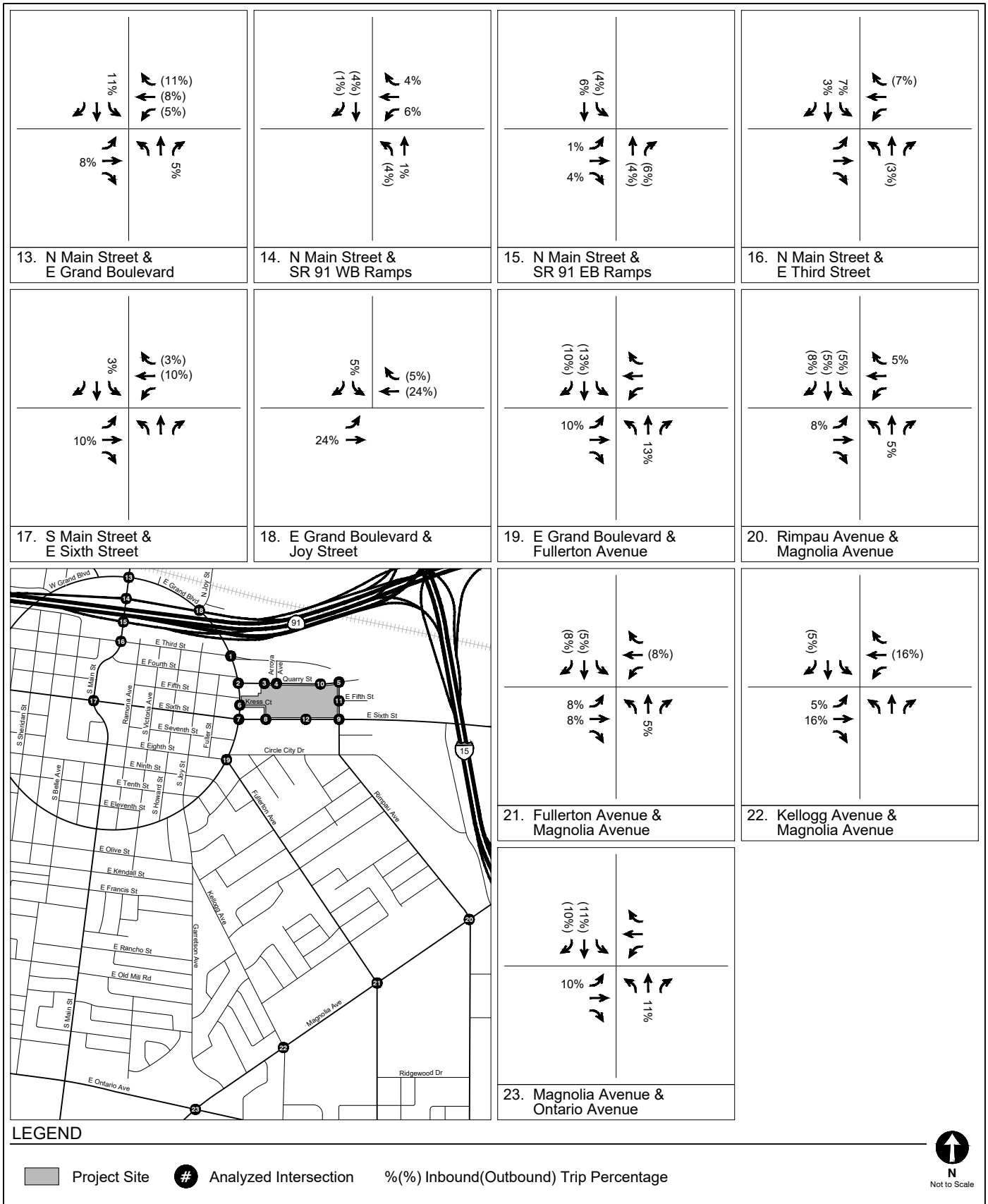


in the construction of a continuous raised center median along the Project's E. Sixth Street frontage, generally between Rimpau Avenue and E. Grand Boulevard. The Project's two E. Sixth Street driveways (Intersections #8, Kress Court & E. Sixth Street, and #12, Park Driveway (east) & E. Sixth Street) will be restricted to operate as right-turn in/right-turn out access only, as noted in Chapter 1.



PROJECT TRIP DISTRIBUTION  
PROJECT SITE

EXHIBIT  
8

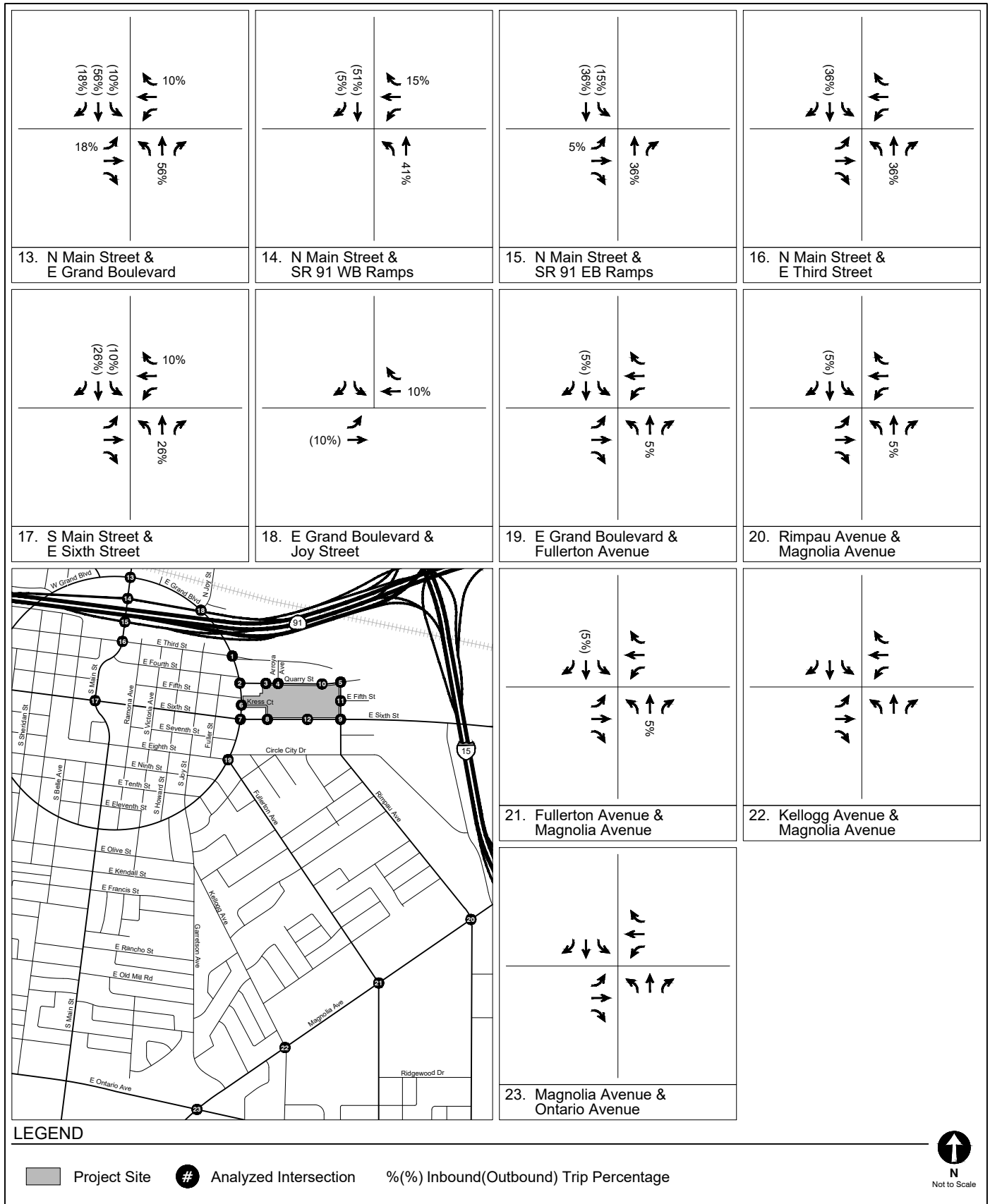


PROJECT TRIP DISTRIBUTION  
PROJECT SITE

EXHIBIT  
8 (CONT.)

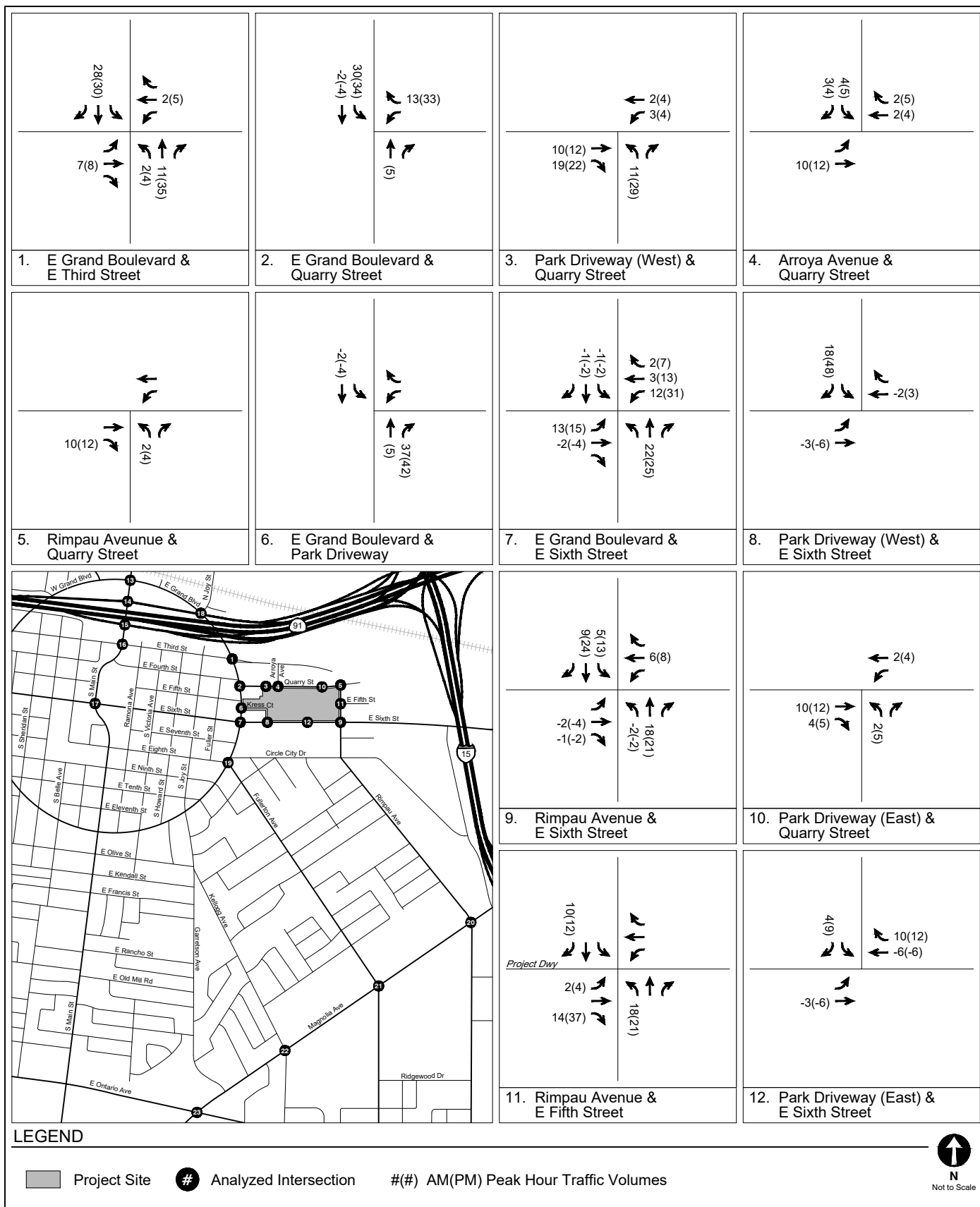






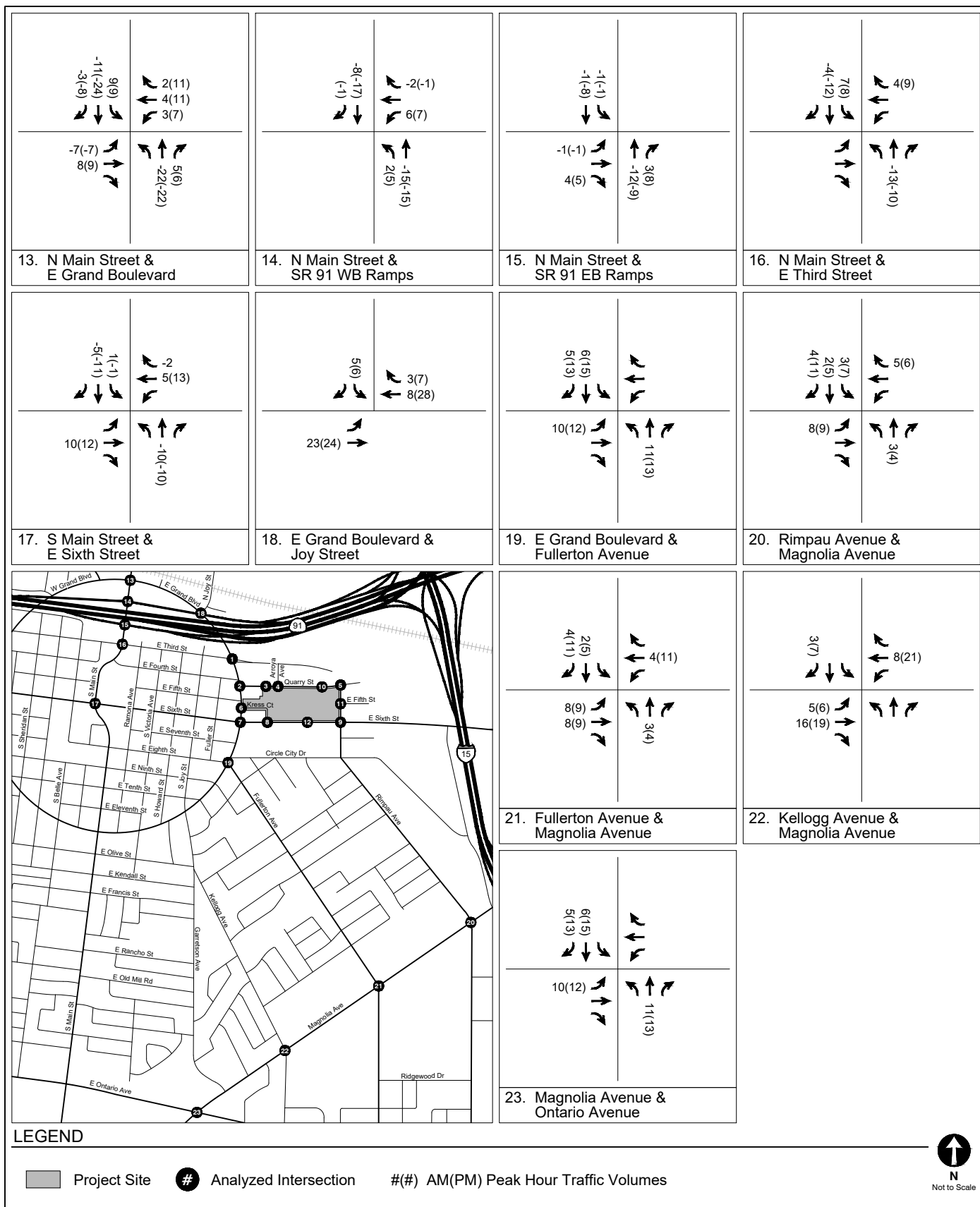
TRIP DISTRIBUTION  
CIRCLE CITY CENTER RELOCATION

EXHIBIT  
9 (CONT.)



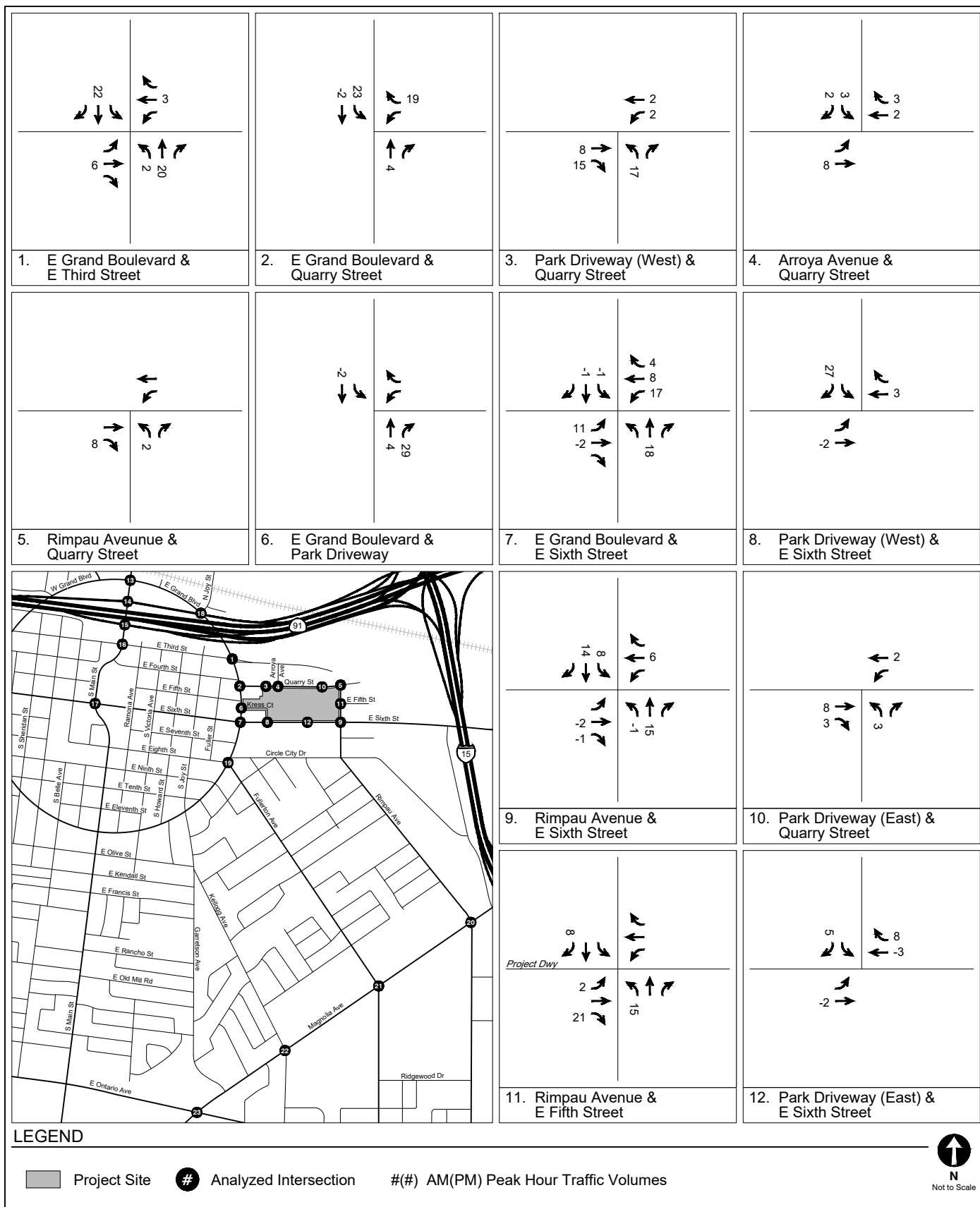
PROJECT-ONLY  
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

EXHIBIT  
10A



PROJECT-ONLY  
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

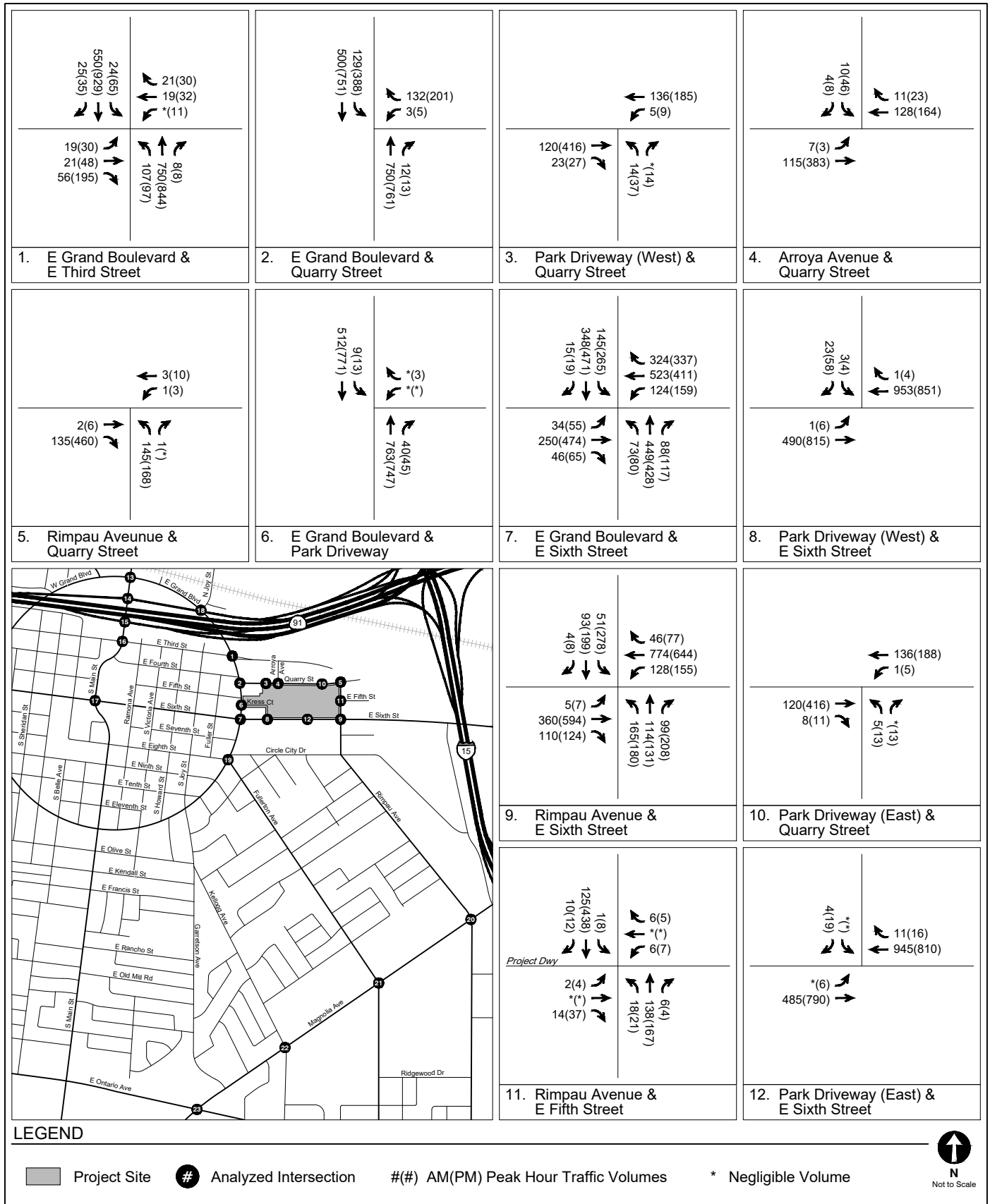
EXHIBIT  
10A (CONT.)



PROJECT-ONLY  
SATURDAY PEAK HOUR TRAFFIC VOLUMES

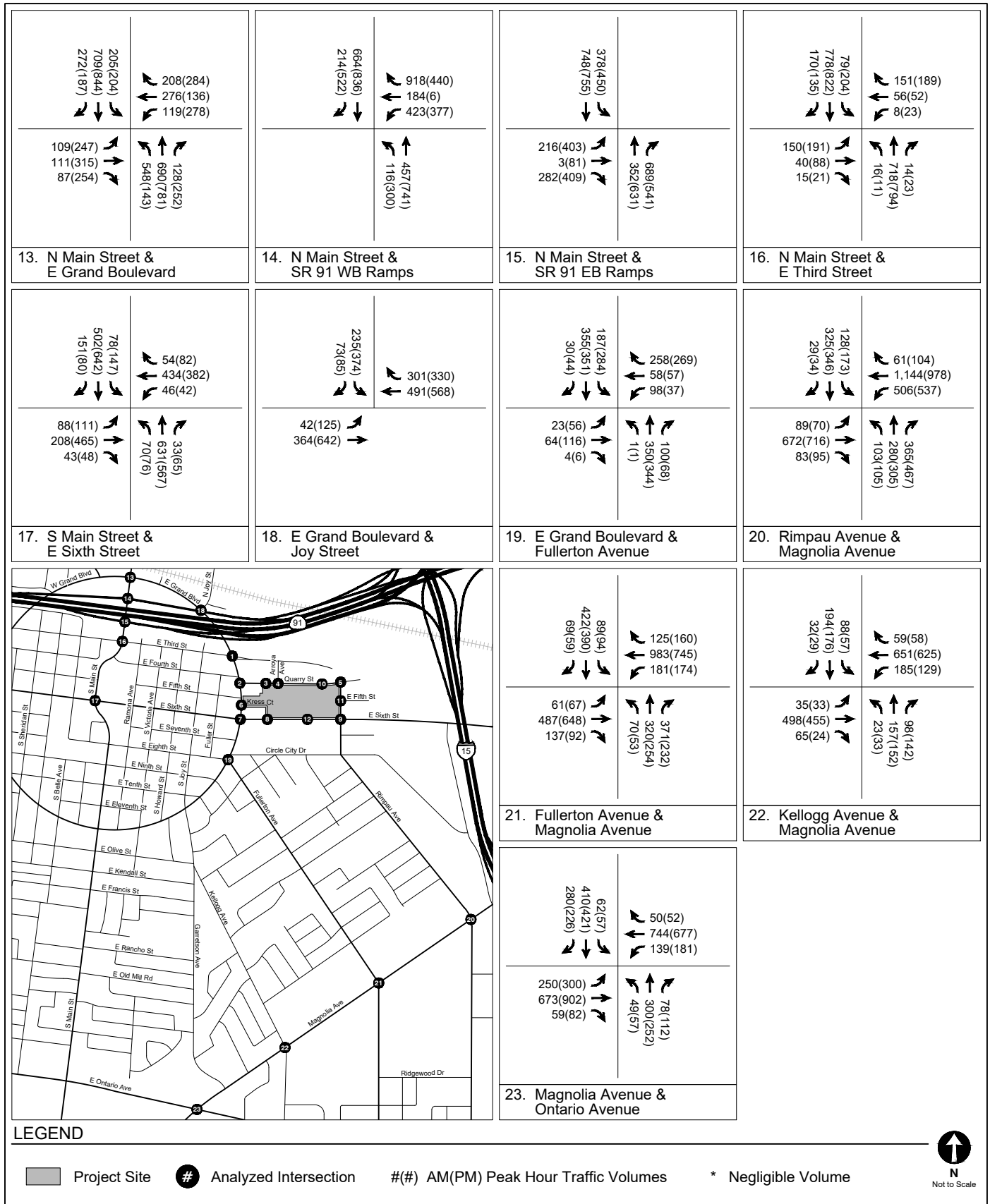
EXHIBIT  
10B





EXISTING WITH PROJECT CONDITIONS (YEAR 2026)  
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

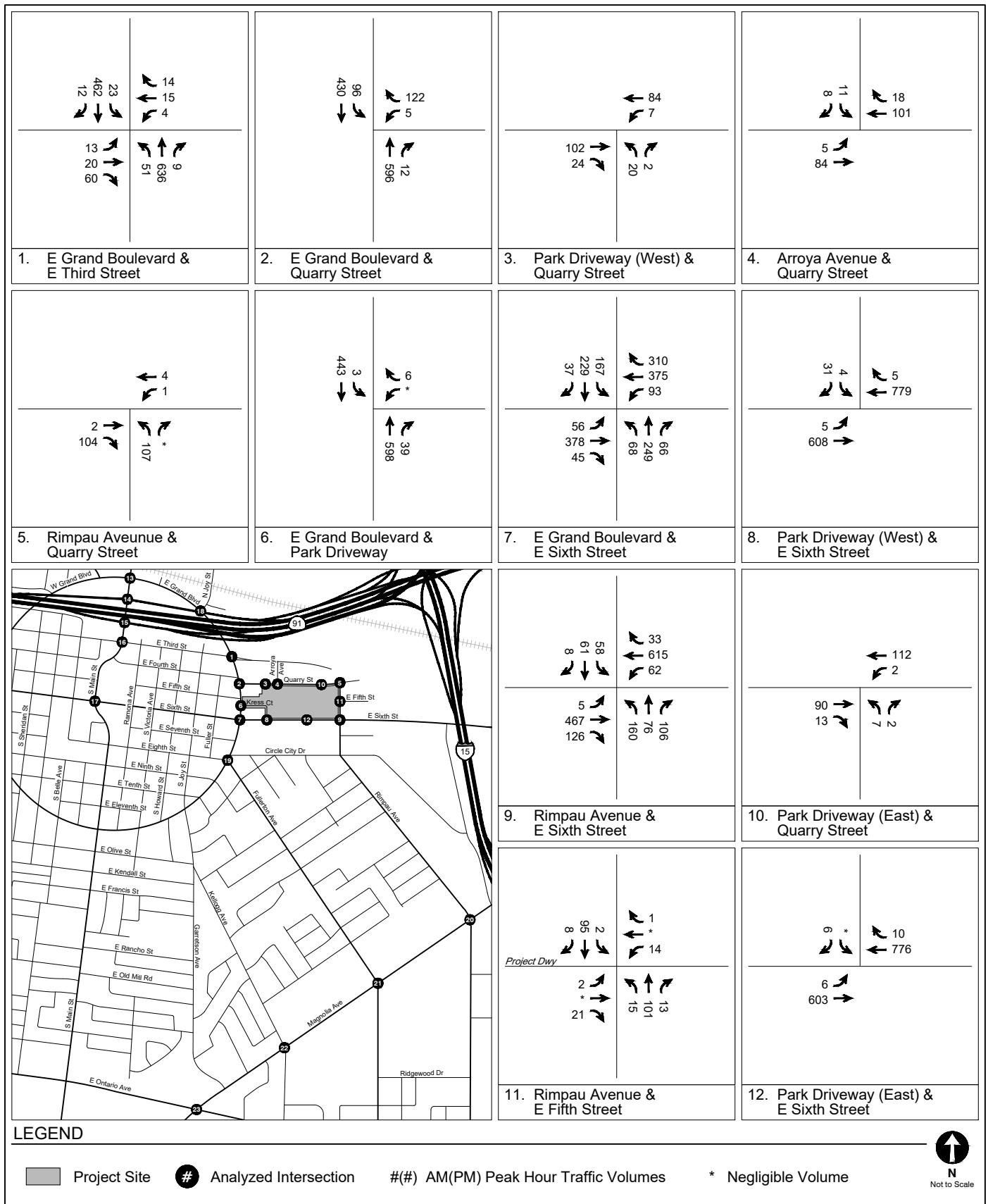
EXHIBIT  
11A



EXISTING WITH PROJECT CONDITIONS (YEAR 2026)  
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

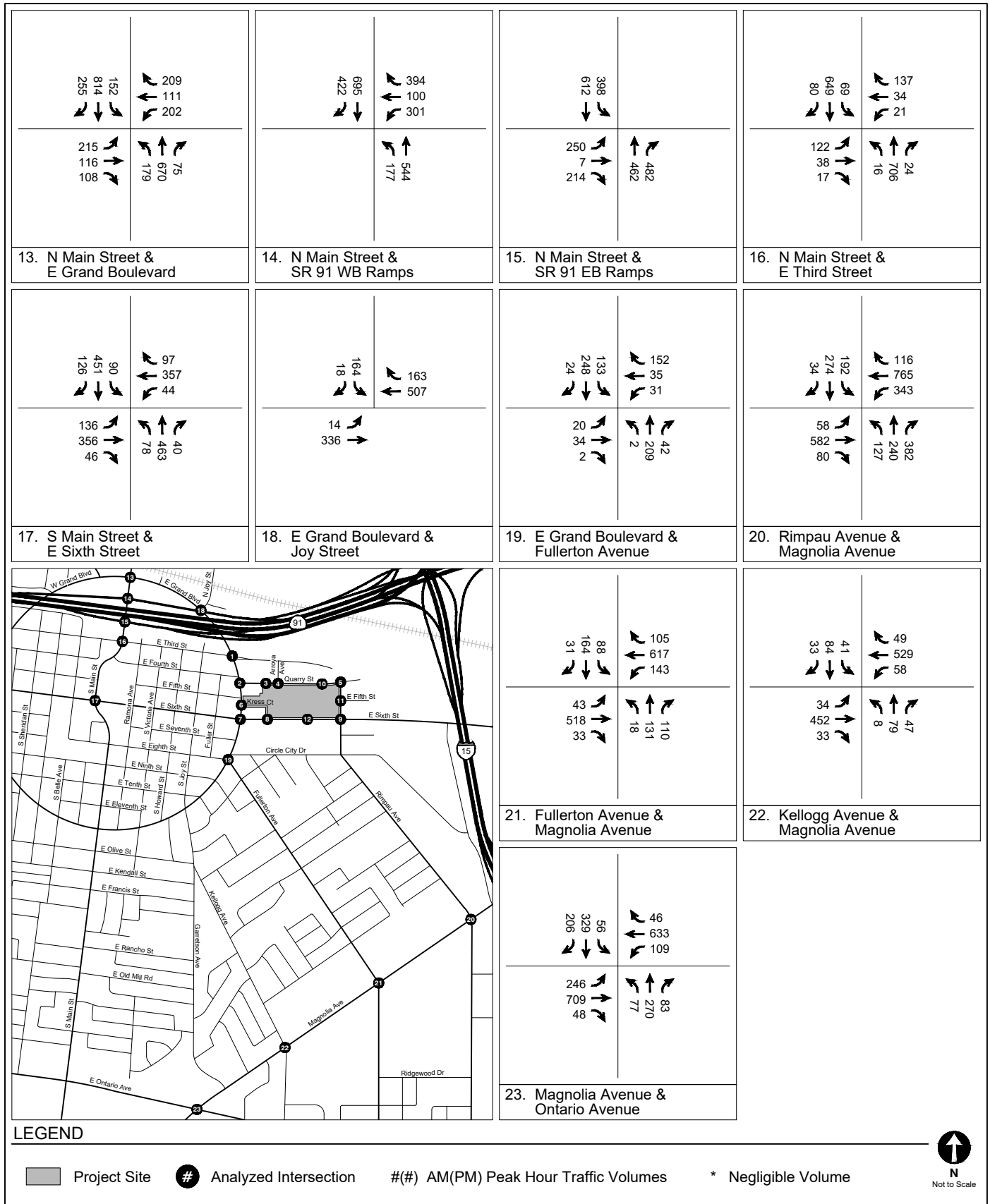
EXHIBIT  
11A (CONT.)





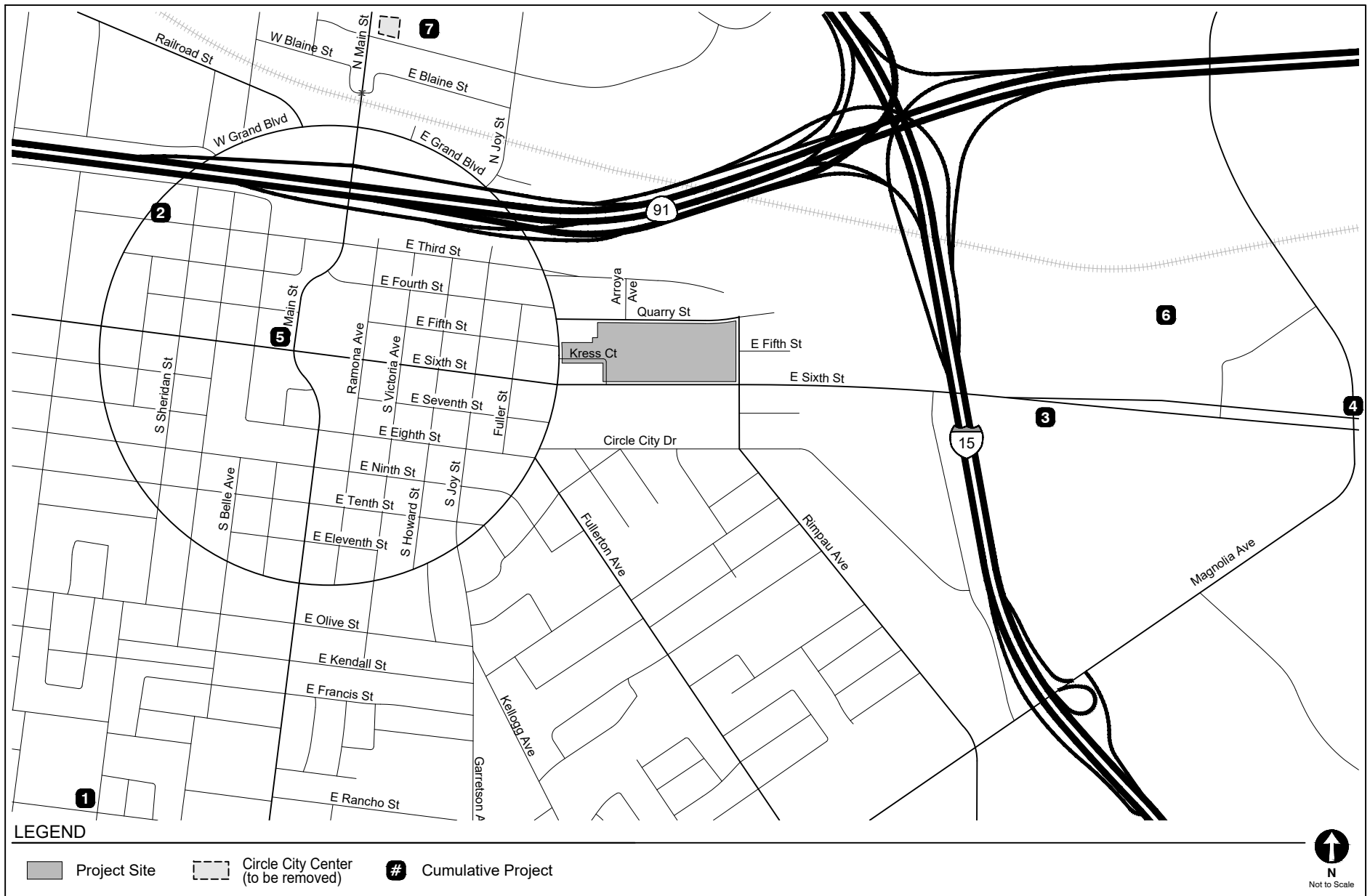
EXISTING WITH PROJECT CONDITIONS (YEAR 2026)  
SATURDAY PEAK HOUR TRAFFIC VOLUMES

EXHIBIT  
11B



EXISTING WITH PROJECT CONDITIONS (YEAR 2026)  
SATURDAY PEAK HOUR TRAFFIC VOLUMES

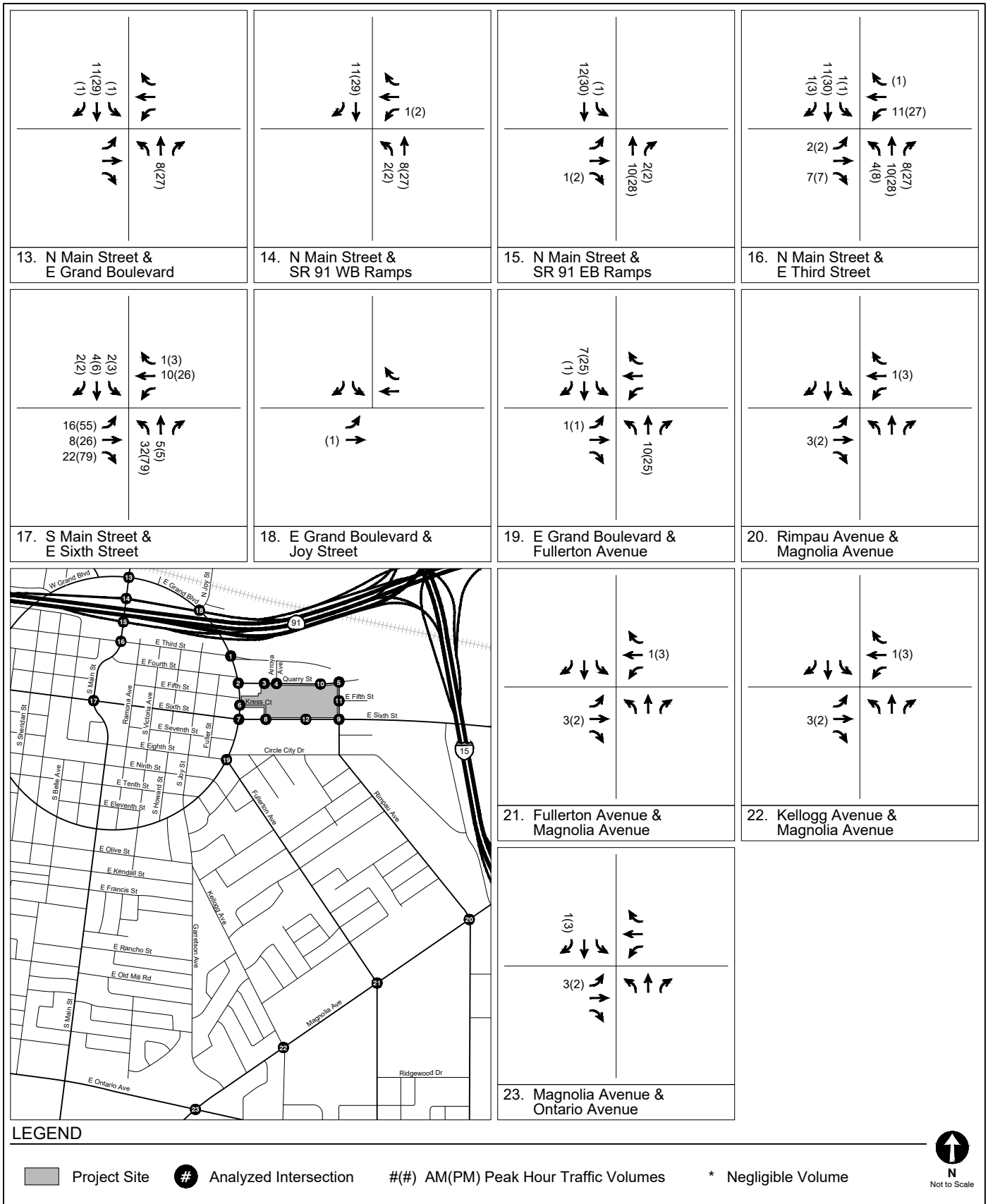
EXHIBIT  
11B (CONT.)



LOCATIONS OF CUMULATIVE PROJECTS

EXHIBIT  
12

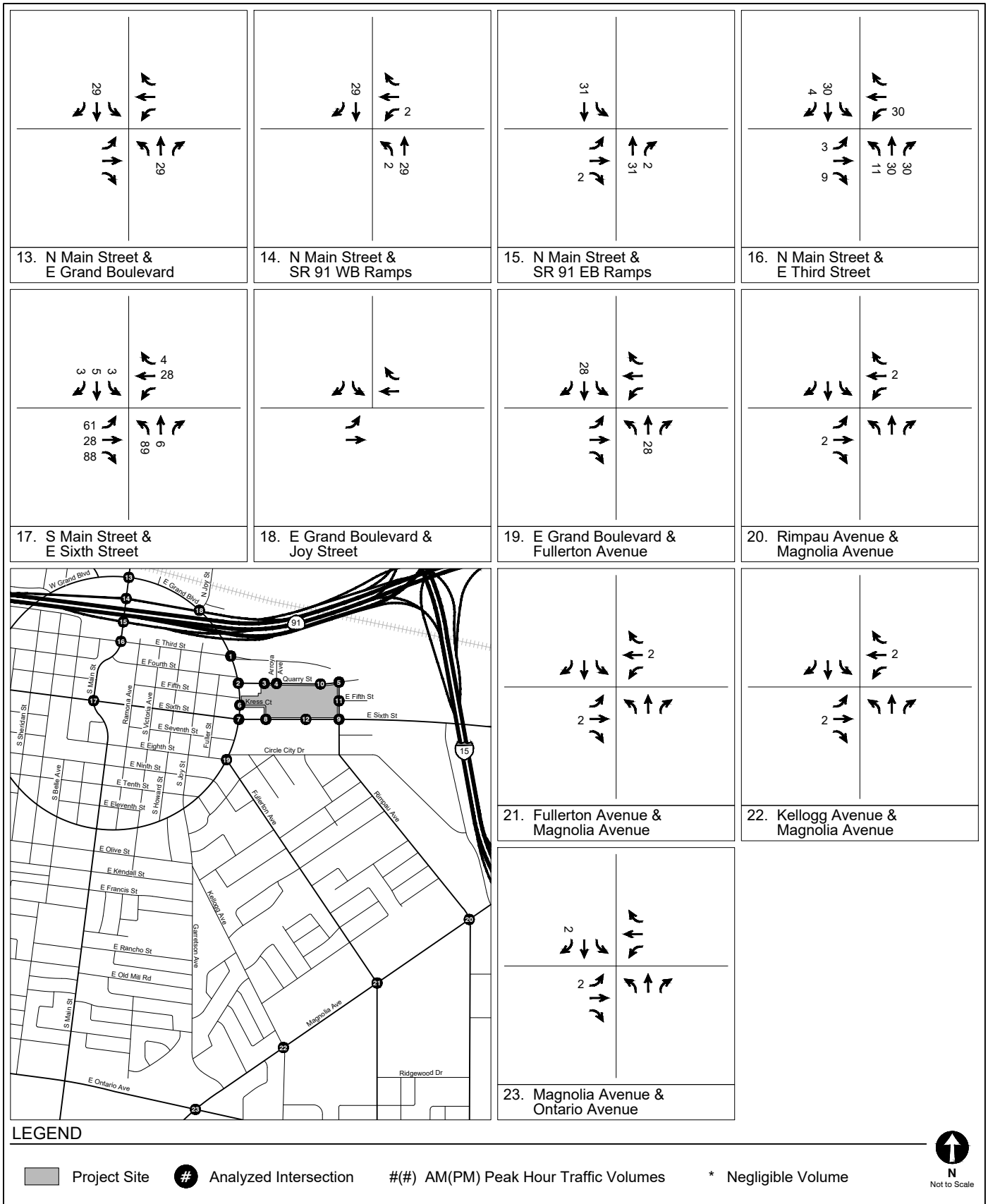




CUMULATIVE PROJECT-ONLY  
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

EXHIBIT  
13A (CONT.)



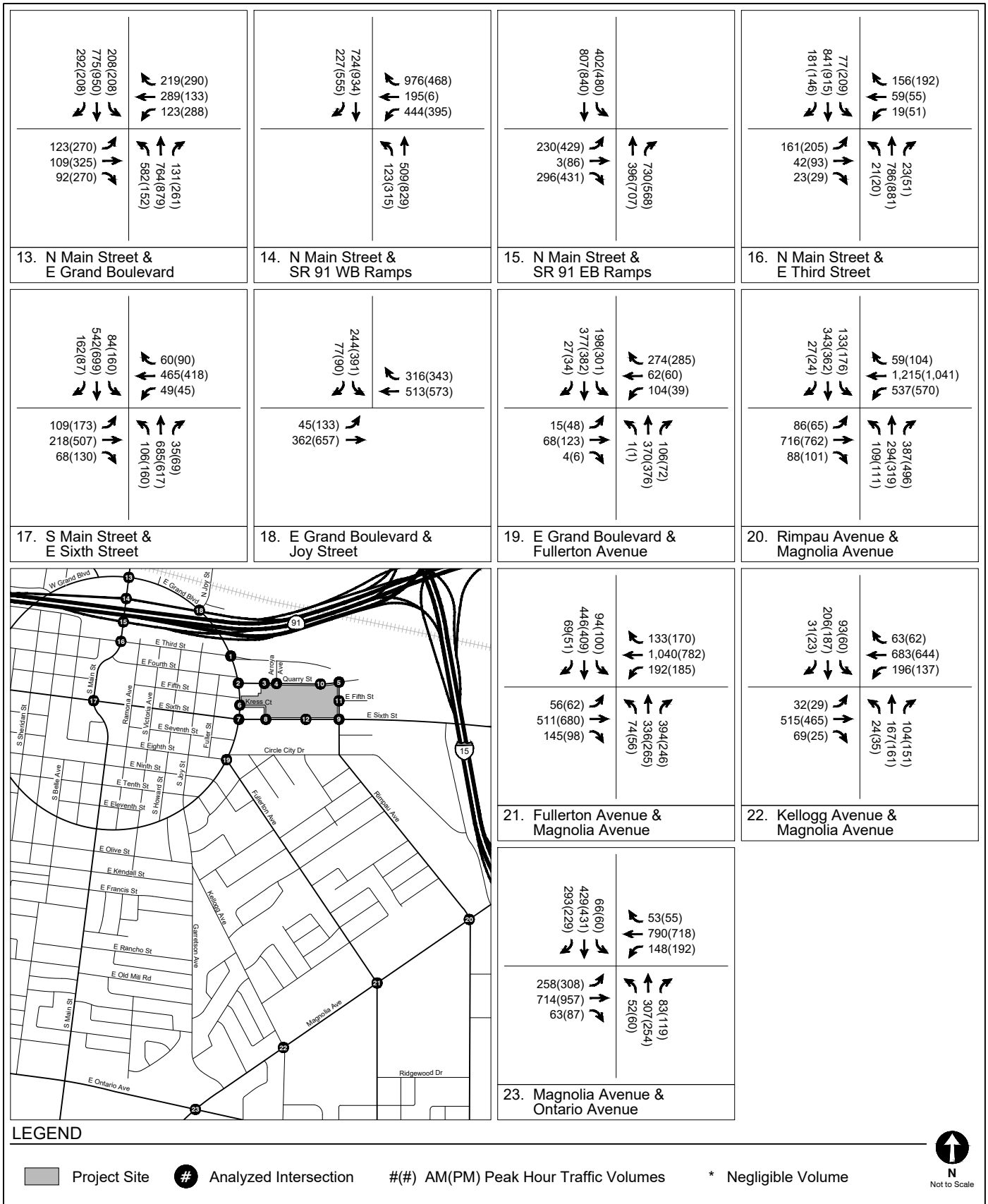


CUMULATIVE PROJECT-ONLY  
SATURDAY PEAK HOUR TRAFFIC VOLUMES

EXHIBIT  
13B (CONT.)

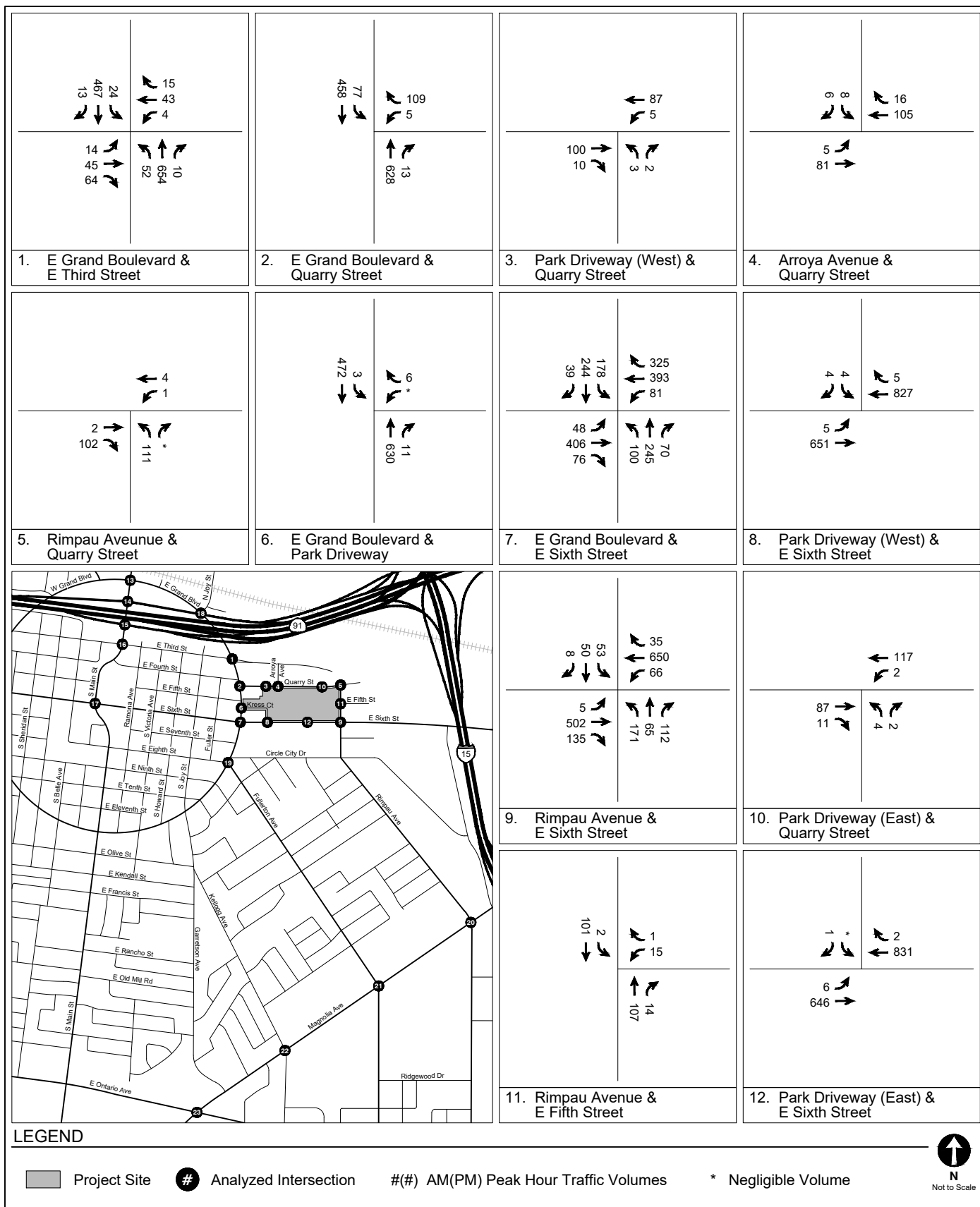






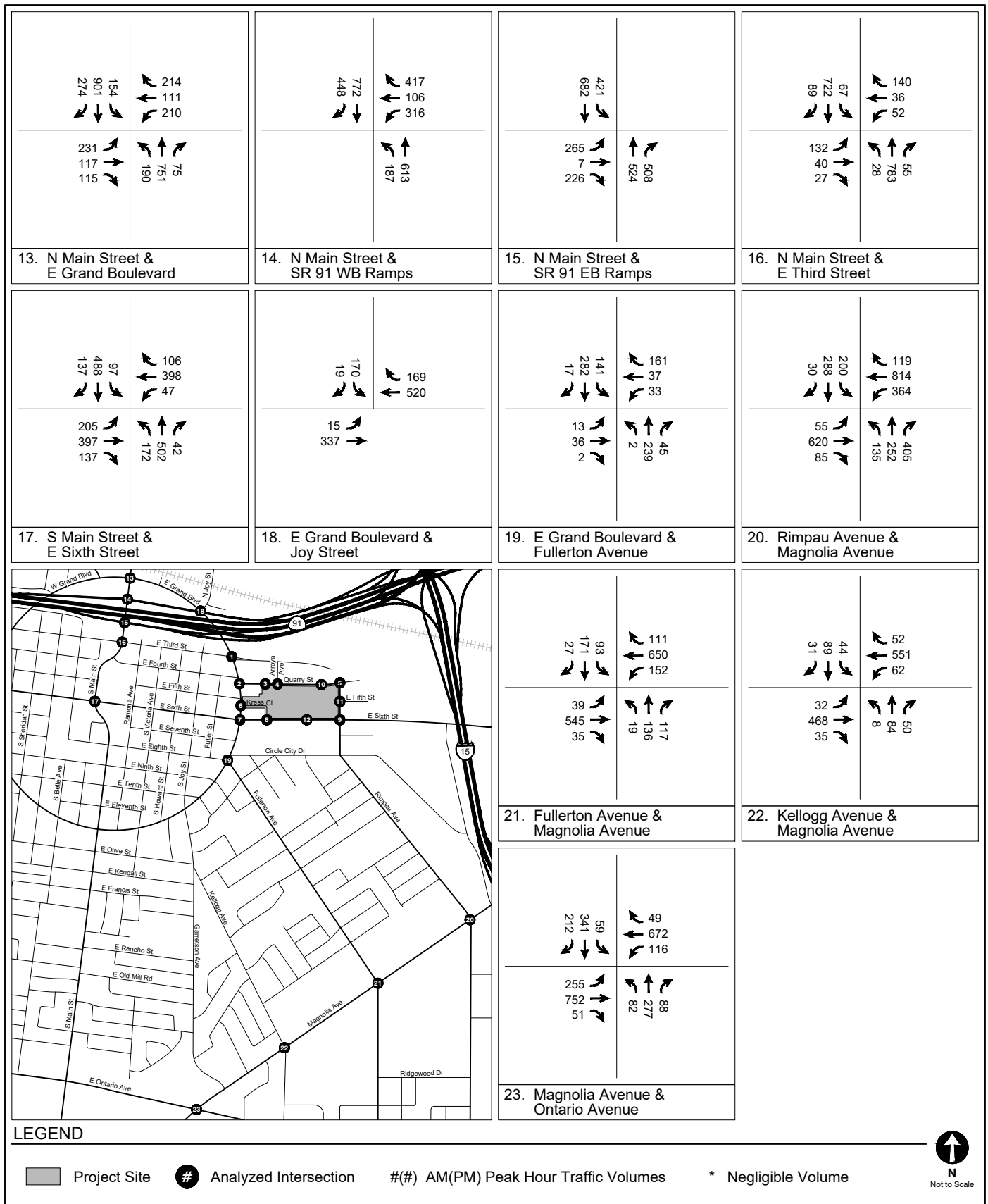
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2029)  
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

EXHIBIT  
14A (CONT.)



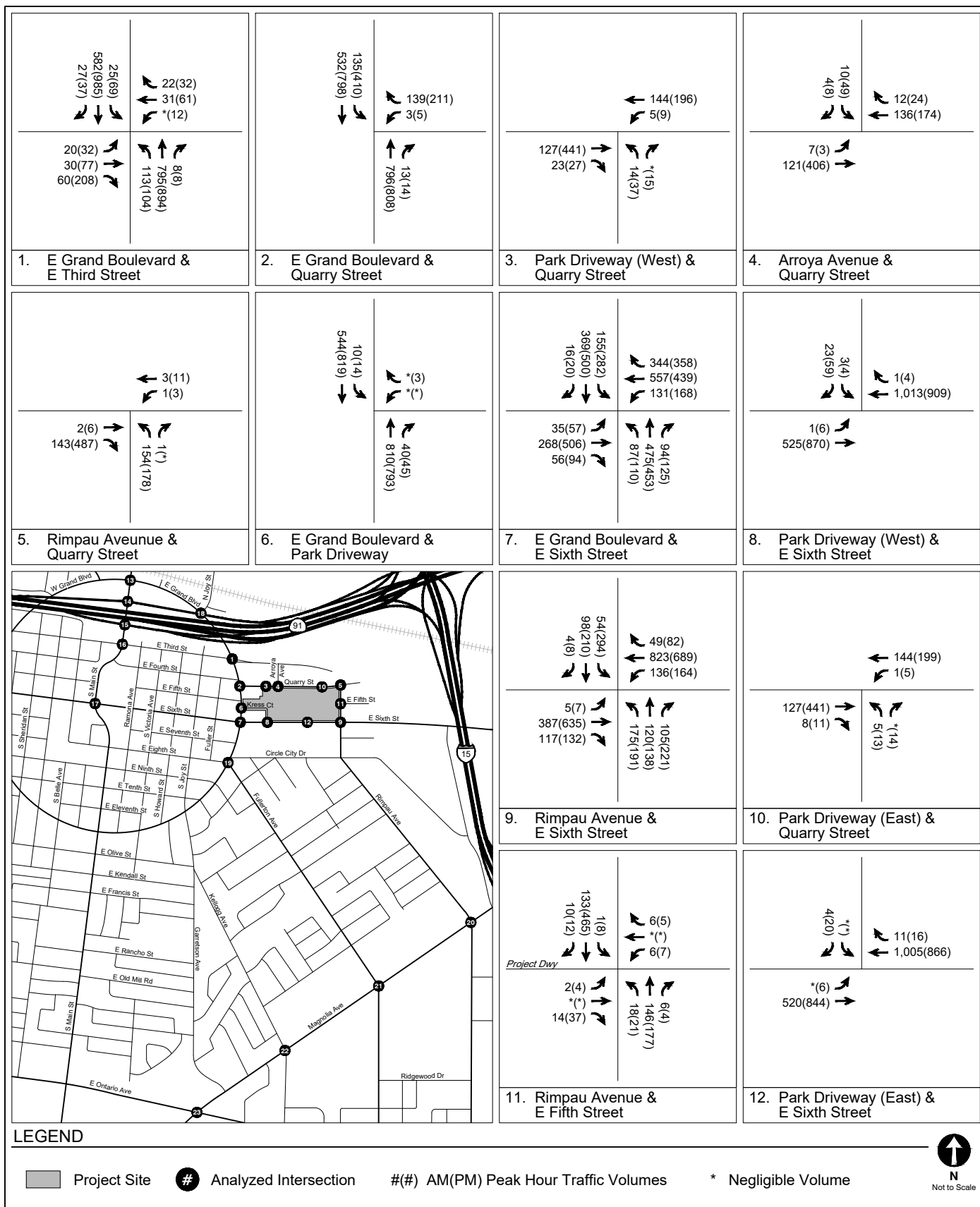
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2029)  
SATURDAY PEAK HOUR TRAFFIC VOLUMES

EXHIBIT  
14B



FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2029)  
SATURDAY PEAK HOUR TRAFFIC VOLUMES

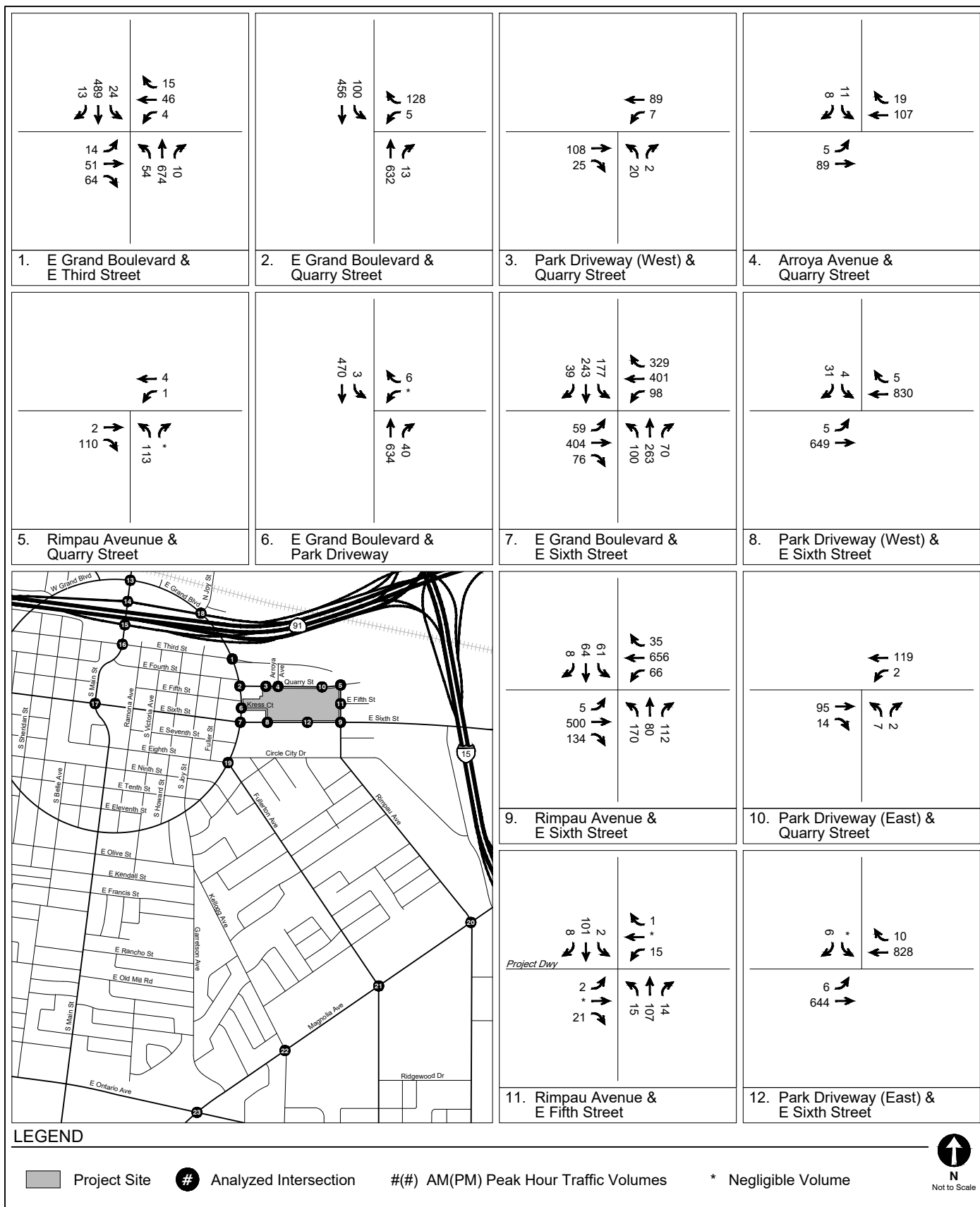
EXHIBIT  
14B (CONT.)



FUTURE WITH PROJECT CONDITIONS (YEAR 2029)  
WEEKDAY PEAK HOUR TRAFFIC VOLUMES

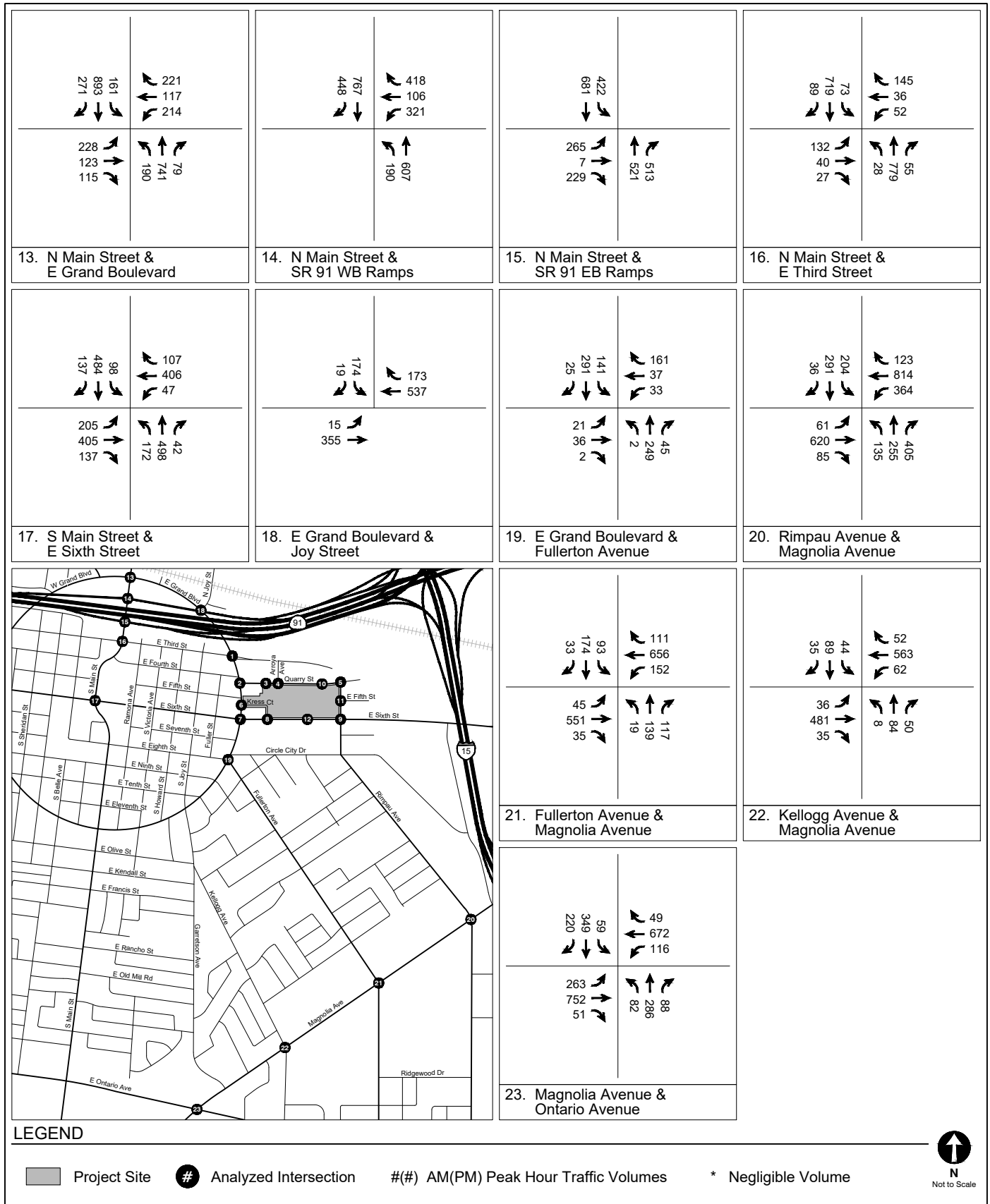
EXHIBIT  
15A





FUTURE WITH PROJECT CONDITIONS (YEAR 2029)  
SATURDAY PEAK HOUR TRAFFIC VOLUMES

EXHIBIT  
15B



FUTURE WITH PROJECT CONDITIONS (YEAR 2029)  
SATURDAY PEAK HOUR TRAFFIC VOLUMES

EXHIBIT  
15B (CONT.)

**TABLE 8  
PROJECT TRIP GENERATION ESTIMATES**

| Land Use                                                                                                                                                                  | Size                                            | Weekday                                     |                                      |                                    |                                       |                                      |                                      |                                        | Saturday                                  |                                    |                                    |                                       |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|---------------------------------------------|--------------------------------------|------------------------------------|---------------------------------------|--------------------------------------|--------------------------------------|----------------------------------------|-------------------------------------------|------------------------------------|------------------------------------|---------------------------------------|
|                                                                                                                                                                           |                                                 | Daily                                       | AM Peak Hour                         |                                    |                                       | PM Peak Hour                         |                                      |                                        | Daily                                     | Midday Peak Hour                   |                                    |                                       |
|                                                                                                                                                                           |                                                 |                                             | In                                   | Out                                | Total                                 | In                                   | Out                                  | Total                                  |                                           | In                                 | Out                                | Total                                 |
| Trip Generation Rates                                                                                                                                                     |                                                 |                                             |                                      |                                    |                                       |                                      |                                      |                                        |                                           |                                    |                                    |                                       |
| Community Center [a]<br>Aquatic Center [b]                                                                                                                                | per 1,000 sf<br>per person                      | 28.82<br>1.424                              | 66%<br>68%                           | 34%<br>32%                         | 2.02<br>0.088                         | 48%<br>45%                           | 52%<br>55%                           | 2.89<br>0.192                          | 15.40<br>1.408                            | 54%<br>50%                         | 46%<br>50%                         | 1.14<br>0.189                         |
| Trip Generation Estimates                                                                                                                                                 |                                                 |                                             |                                      |                                    |                                       |                                      |                                      |                                        |                                           |                                    |                                    |                                       |
| Community Center<br><br>Aquatic Center<br>Weekday Programming [c]<br>Weekend Programming [c]<br><br>Subtotal - Project Site Trip Generation<br>Less 10% alternative modes | 60,000 sf<br><br><br>550 persons<br>562 persons | 1,729<br><br>783<br>-<br><br>2,512<br>(251) | 80<br><br>33<br>-<br><br>113<br>(11) | 41<br><br>15<br>-<br><br>56<br>(6) | 121<br><br>48<br>-<br><br>169<br>(17) | 83<br><br>48<br>-<br><br>131<br>(13) | 90<br><br>58<br>-<br><br>148<br>(15) | 173<br><br>106<br>-<br><br>279<br>(28) | 924<br><br>-<br>791<br><br>1,715<br>(172) | 37<br><br>-<br>53<br><br>90<br>(9) | 31<br><br>-<br>53<br><br>84<br>(8) | 68<br><br>-<br>106<br><br>174<br>(17) |
| Total Project Site Trip Generation                                                                                                                                        |                                                 | 2,261                                       | 102                                  | 50                                 | 152                                   | 118                                  | 133                                  | 251                                    | 1,543                                     | 81                                 | 76                                 | 157                                   |
| Circle City Center Relocation [d]<br>Less 10% alternative modes<br><br>Subtotal - Relocated Trips                                                                         | 32,000 sf                                       | (922)<br>92<br><br>(830)                    | (43)<br>4<br><br>(39)                | (22)<br>3<br><br>(19)              | (65)<br>7<br><br>(58)                 | (44)<br>4<br><br>(40)                | (48)<br>5<br><br>(43)                | (92)<br>9<br><br>(83)                  | (493)<br>49<br><br>(444)                  | (19)<br>2<br><br>(17)              | (17)<br>2<br><br>(15)              | (36)<br>4<br><br>(32)                 |
| Net Project Trip Generation                                                                                                                                               |                                                 | 1,431                                       | 63                                   | 31                                 | 94                                    | 78                                   | 90                                   | 168                                    | 1,099                                     | 64                                 | 61                                 | 125                                   |

**Notes:**

- [a] Community Center trip generation rates used "Community Recreation Center" (Land Use Code 495) data from *Trip Generation Manual, 12th Edition*, Institute of Transportation Engineers, 2025.
- [b] Aquatic Center trip generation rates developed for the Project based on programming data from comparable facilities in Southern California. Rates shown represent off-peak (i.e., school-year) activity levels. See Appendix C for details as well as rates for peak season..
- [c] Based on program capacity, which was provided by City staff based on estimated total daily participants for a preliminary aquatics schedule and open swim.
- [d] As part of the Project, all existing CCC programming will relocate to the Project Site upon completion. Those activities are assumed to be captured in the trip generation estimates for the Project Site above. The trips currently generated at the CCC (located at 362 N. Main Street) would be removed from the street network as part of the Project.



**TABLE 9  
CUMULATIVE PROJECTS**

| No. | Address / Location                                  | Description                                                 | Trip Generation Estimates [a] |                   |     |       |                     |     |       |          |                  |     |       |
|-----|-----------------------------------------------------|-------------------------------------------------------------|-------------------------------|-------------------|-----|-------|---------------------|-----|-------|----------|------------------|-----|-------|
|     |                                                     |                                                             | Weekday                       |                   |     |       |                     |     |       | Saturday |                  |     |       |
|     |                                                     |                                                             | Daily                         | Morning Peak Hour |     |       | Afternoon Peak Hour |     |       | Daily    | Midday Peak Hour |     |       |
|     |                                                     |                                                             |                               | In                | Out | Total | In                  | Out | Total |          | In               | Out | Total |
| 1.  | Northwest corner of Citron Street & Taylor Avenue   | 19 single family residences and 19 accessory dwelling units | 250                           | 5                 | 13  | 18    | 11                  | 8   | 19    | -        | 9                | 9   | 18    |
| 2.  | 229 W. Grand Boulevard                              | 78-unit senior housing                                      | 254                           | 5                 | 10  | 15    | 11                  | 9   | 20    | 216      | 14               | 12  | 26    |
| 3.  | 1354 E. Sixth Street                                | 62,330 sf industrial building                               | 86                            | 5                 | 2   | 7     | 3                   | 6   | 9     | 10       | 2                | 1   | 3     |
| 4.  | Northeast corner of Promenade Avenue & Sixth Street | 10,000 sf industrial building                               | 14                            | 1                 | 0   | 1     | 1                   | 1   | 2     | 2        | 1                | 0   | 1     |
| 5.  | Northwest corner of Main Street & Sixth Street      | 40,000 sf market + 10,000 sf restaurant/retail              | 4,237                         | 84                | 58  | 142   | 209                 | 209 | 418   | 5,028    | 233              | 231 | 464   |
| 6.  | 375 TRM Circle                                      | 20,986 sf addition to industrial building                   | 29                            | 2                 | 1   | 3     | 1                   | 2   | 3     | 3        | 1                | 0   | 1     |
| 7.  | 225 E. Harrison Street                              | 15,565 sf City fire station with 9,100 sf apparatus storage | -                             | -                 | -   | -     | 2                   | 5   | 7     | -        | -                | -   | -     |

**Notes:**

sf = square feet.

Source: Cumulative Projects list provided by City of Corona Department of Planning (as of 2/26/26). Projects listed here include developments over 10,000 sf or 15 residential units within 1.0 mile of the Project Site

[a] Trip generation estimates based on description and application of rates from *Trip Generation Manual, 12th Edition*. Institute of Transportation Engineers, 2025

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## **Chapter 5**

### ***Traffic Analysis***

This chapter presents the intersection LOS and street segment analyses for each of the four analyzed scenarios.

#### **ANALYSIS METHODOLOGY**

As described in Chapter 2, intersections were analyzed using the HCM methodology to calculate delay and LOS in accordance with the definitions in Table 5. Street segments were evaluated against maximum daily volumes established in the TIS Guidelines for roads of different classifications and lane totals.

#### **EXISTING WITH PROJECT CONDITIONS (YEAR 2026)**

##### **Intersection LOS**

Table 10A summarizes the weekday and Saturday peak hour intersection LOS for Existing Conditions and Existing with Project Conditions. As shown, 22 of the analyzed intersections are projected to operate at LOS D or better during each of the analyzed peak hours under Existing Conditions. Intersection #20, Rimpau Avenue & Magnolia Avenue, currently operates at LOS E during the weekday afternoon and Saturday midday peak hours.

As shown in Table 10A, Intersection #20, Rimpau Avenue & Magnolia Avenue, is projected to continue to operate at LOS E under the Existing with Project Conditions during those two peak hours, and the Project would result in a reduction in average vehicle delay at that intersection. Additionally, Intersections #21, Fullerton Avenue & Magnolia Avenue, and #22, Kellogg Avenue & Magnolia Avenue, are also projected to operate with a reduction in average vehicle delay under

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Existing with Project Conditions. No intersection would worsen from LOS D or better to LOS E or F conditions with the addition of Project traffic.

In situations where trips are added to a lower-than-average-delayed movement through an intersection (typically, through movements experience less delay than left-turn movements, for example), the result is often a decrease in average delay for the intersection as a whole, which generally indicates available through movement capacity. The Project's right-turn restrictions and/or the addition of Project trips would also result in a reduction in average vehicle delay at Intersections #6, E. Grand Boulevard & Kress Court, and #8, Kress Court & E. Sixth Street, during one or more peak hours. Detailed LOS worksheets are provided in Appendix B.

### **Street Segment Capacity Evaluation**

Table 10B summarizes the weekday and Saturday street segment evaluation results for Existing Conditions and Existing with Project Conditions. As shown, the daily volume at each segment does not exceed the identified operational capacity of the respective street classification under either condition. Therefore, each street segment meets the respective operational target under both Existing Conditions and Existing with Project Conditions.

## **FUTURE CONDITIONS (YEAR 2029)**

### **Intersection LOS**

Table 11A summarizes the weekday and Saturday peak hour intersection LOS for Future without Project Conditions and Future with Project Conditions. As shown, 22 of the analyzed intersections are projected to operate at LOS D or better during each of the analyzed peak hours under Future without Project Conditions. Intersection #20, Rimpau Avenue & Magnolia Avenue, is forecast to operate at LOS E during the weekday afternoon and Saturday midday peak hours.

As shown in Table 11A, Intersection #20, Rimpau Avenue & Magnolia Avenue, is projected to continue to operate at LOS E under the Future with Project Conditions during those two peak hours, and the Project would result in a reduction in average vehicle delay at that intersection.

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Additionally, Intersections #21, Fullerton Avenue & Magnolia Avenue, and #22, Kellogg Avenue & Magnolia Avenue, are also projected to operate with a reduction in average vehicle delay under the Existing with Project Conditions. No intersection would worsen from LOS D or better to LOS E or F conditions with the addition of Project traffic.

As noted above, in situations where trips are added to a lower-than-average-delayed movement through an intersection (typically, through movements experience less delay than left-turn movements, for example), the result is often a decrease in average delay for the intersection as a whole, which generally indicates available through movement capacity. The Project's right-turn restrictions and/or the addition of Project trips would also result in a reduction in average vehicle delay at Intersections #6, E. Grand Boulevard & Kress Court, and #8, Kress Court & E. Sixth Street, during one or more peak hours. Detailed LOS worksheets are provided in Appendix B.

### **Street Segment Capacity Evaluation**

Table 11B summarizes the weekday and Saturday street segment evaluation results for Future without Project Conditions and Future with Project Conditions. As shown, the daily volume at each segment does not exceed the identified operational capacity of the respective street classification under either condition. Therefore, each street segment meets the respective operational target under both Future without Project Conditions and Future with Project Conditions.

### **SIGNAL WARRANT ANALYSIS**

Peak hour signal warrant analyses were conducted for key unsignalized study intersections, including:

- Intersection #2, E. Grand Boulevard & Quarry Street
- Intersection #4, Arroya Avenue & Quarry Street
- Intersection #5, Rimpau Avenue & Quarry Street
- Intersection #11, Rimpau Avenue & E. Fifth Street

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The remaining unsignalized study intersections are Project Site driveways. As the minor street peak hour traffic volumes at the driveways are much lower than any of the warrant thresholds, warrant analysis was deemed unnecessary for these locations.

The signal warrant analysis results are summarized in Table 12 and detailed warrant worksheets are provided in Appendix D. As shown, under both Future without Project Conditions and Future with Project Conditions, three of the four intersections do not meet the signal warrant during any peak hour. Intersection #2, E. Grand Boulevard & Quarry Street, is forecast to meet the warrant during the afternoon peak hour under both Future without Project Conditions and Future with Project Conditions.

### **FREEWAY OFF-RAMP QUEUEING**

Two study intersections are Caltrans freeway off-ramp locations – Intersections #14 and #15, S. Main Street & SR 91 westbound and eastbound ramps, respectively. Both off-ramps provide four lanes (between left-turn lanes, right-turn lanes, and shared lanes) at the respective intersections, with the off-ramps themselves providing two lanes diverging from the freeway mainline.

The 95<sup>th</sup> percentile off-ramp queues, as calculated by Synchro along with the intersection LOS results (provided in Appendix B), are shown in Table 13 for Future without Project Conditions and Future with Project Conditions<sup>4</sup>. As shown, both off-ramps are estimated to experience shorter queues than the available turn pocket and off-ramp storage. Further, the Project would add no more than approximately 15 feet to the queue at either off-ramp during the peak hours. Therefore, the queues would not interfere with freeway mainline operations and would not result in a safety impact at either off-ramp.

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<sup>4</sup> This analysis is also available for Existing with Project Conditions in the Synchro worksheets provided in Appendix B.

**TABLE 10A**  
**EXISTING WITH PROJECT CONDITIONS (YEAR 2026)**  
**INTERSECTION LEVEL OF SERVICE ANALYSIS**

| No.        | Intersection                                    | Peak Hour           | Existing Conditions  |             | Existing with Project Conditions |             |
|------------|-------------------------------------------------|---------------------|----------------------|-------------|----------------------------------|-------------|
|            |                                                 |                     | Delay                | LOS         | Delay                            | LOS         |
| 1.         | E. Grand Boulevard & E. Third Street            | AM<br>PM<br>Sat Mid | 9.1<br>14.0<br>8.4   | A<br>B<br>A | 9.3<br>14.4<br>8.5               | A<br>B<br>A |
| 2.<br>[a]  | E. Grand Boulevard & Quarry Street              | AM<br>PM<br>Sat Mid | 13.2<br>16.1<br>11.9 | B<br>C<br>B | 13.5<br>17.6<br>12.2             | B<br>C<br>B |
| 3.<br>[a]  | Park Driveway (West) & Quarry Street            | AM<br>PM<br>Sat Mid | 10.1<br>12.1<br>9.3  | B<br>B<br>A | 10.4<br>14.2<br>9.9              | B<br>B<br>A |
| 4.<br>[a]  | Arroya Avenue & Quarry Street                   | AM<br>PM<br>Sat Mid | 9.9<br>13.2<br>9.4   | A<br>B<br>A | 9.9<br>13.4<br>9.5               | A<br>B<br>A |
| 5.<br>[a]  | Rimpau Avenue & Quarry Street                   | AM<br>PM<br>Sat Mid | 9.7<br>11.6<br>9.3   | A<br>B<br>A | 9.7<br>11.8<br>9.4               | A<br>B<br>A |
| 6.<br>[a]  | E. Grand Boulevard & Kress Court                | AM<br>PM<br>Sat Mid | 0.2<br>11.1<br>10.5  | A<br>B<br>B | 0.0<br>11.3<br>10.6              | A<br>B<br>B |
| 7.         | E. Grand Boulevard & E. Sixth Street            | AM<br>PM<br>Sat Mid | 37.2<br>39.8<br>22.4 | D<br>D<br>C | 41.2<br>44.1<br>23.7             | D<br>D<br>C |
| 8.<br>[a]  | Kress Court & E. Sixth Street                   | AM<br>PM<br>Sat Mid | 15.2<br>14.1<br>14.4 | C<br>B<br>B | 12.6<br>12.5<br>12.5             | B<br>B<br>B |
| 9.         | Rimpau Avenue & E. Sixth Street                 | AM<br>PM<br>Sat Mid | 21.2<br>42.9<br>24.8 | C<br>D<br>C | 21.7<br>46.5<br>25.6             | C<br>D<br>C |
| 10.<br>[a] | Park Driveway (East) & Quarry Street            | AM<br>PM<br>Sat Mid | 10.0<br>12.1<br>9.4  | A<br>B<br>A | 10.2<br>12.7<br>9.6              | B<br>B<br>A |
| 11.<br>[a] | Rimpau Avenue & Park Driveway / E. Fifth Street | AM<br>PM<br>Sat Mid | 9.8<br>12.0<br>9.8   | A<br>B<br>A | 10.1<br>13.8<br>10.4             | B<br>B<br>B |
| 12.<br>[a] | Park Dwy (East) & E. Sixth Street               | AM<br>PM<br>Sat Mid | 0.0<br>11.6<br>11.2  | A<br>B<br>B | 12.2<br>11.7<br>11.3             | B<br>B<br>B |

**Notes:**

LOS = level of service

[a] Intersection analysis based on the HCM Two-Way Stop Controlled unsignalized methodology. Reported results reflect the control delay for the worst-case approach. The average intersection delay is provided in Appendix B.

**TABLE 10A (CONT'D)**  
**EXISTING WITH PROJECT CONDITIONS (YEAR 2026)**  
**INTERSECTION LEVEL OF SERVICE ANALYSIS**

| No. | Intersection                           | Peak Hour | Existing Conditions |     | Existing with Project Conditions |     |
|-----|----------------------------------------|-----------|---------------------|-----|----------------------------------|-----|
|     |                                        |           | Delay               | LOS | Delay                            | LOS |
| 13. | N. Main Street & Grand Boulevard       | AM        | 44.4                | D   | 45.3                             | D   |
|     |                                        | PM        | 47.2                | D   | 48.7                             | D   |
|     |                                        | Sat Mid   | 38.6                | D   | 39.7                             | D   |
| 14. | N. Main Street & SR 91 Westbound Ramps | AM        | 39.2                | D   | 39.2                             | D   |
|     |                                        | PM        | 22.0                | C   | 22.3                             | C   |
|     |                                        | Sat Mid   | 20.2                | C   | 20.4                             | C   |
| 15. | N. Main Street & SR 91 Eastbound Ramps | AM        | 18.2                | B   | 18.3                             | B   |
|     |                                        | PM        | 28.6                | C   | 28.9                             | C   |
|     |                                        | Sat Mid   | 18.8                | B   | 18.9                             | B   |
| 16. | S. Main Street & E. Third Street       | AM        | 12.0                | B   | 12.3                             | B   |
|     |                                        | PM        | 30.6                | C   | 33.0                             | C   |
|     |                                        | Sat Mid   | 21.4                | C   | 21.9                             | C   |
| 17. | S. Main Street & E. Sixth Street       | AM        | 35.2                | D   | 35.3                             | D   |
|     |                                        | PM        | 39.2                | D   | 39.6                             | D   |
|     |                                        | Sat Mid   | 33.6                | C   | 33.9                             | C   |
| 18. | E. Grand Boulevard & Joy Street        | AM        | 14.8                | B   | 14.9                             | B   |
|     |                                        | PM        | 21.9                | C   | 22.7                             | C   |
|     |                                        | Sat Mid   | 11.6                | B   | 11.6                             | B   |
| 19. | E. Grand Boulevard & Fullerton Avenue  | AM        | 12.7                | B   | 12.7                             | B   |
|     |                                        | PM        | 13.7                | B   | 13.7                             | B   |
|     |                                        | Sat Mid   | 10.2                | B   | 10.2                             | B   |
| 20. | Rimpau Avenue & Magnolia Avenue        | AM        | 50.8                | D   | 50.3                             | D   |
|     |                                        | PM        | 68.9                | E   | 66.9                             | E   |
|     |                                        | Sat Mid   | 64.6                | E   | 64.1                             | E   |
| 21. | Fullerton Avenue & Magnolia Avenue     | AM        | 41.8                | D   | 40.0                             | D   |
|     |                                        | PM        | 40.4                | D   | 40.3                             | D   |
|     |                                        | Sat Mid   | 34.1                | C   | 34.0                             | C   |
| 22. | Kellogg Avenue & Magnolia Avenue       | AM        | 32.4                | C   | 32.3                             | C   |
|     |                                        | PM        | 24.9                | C   | 24.9                             | C   |
|     |                                        | Sat Mid   | 17.1                | B   | 17.1                             | B   |
| 23. | Magnolia Avenue & Ontario Avenue       | AM        | 31.9                | C   | 32.2                             | C   |
|     |                                        | PM        | 34.1                | C   | 34.5                             | C   |
|     |                                        | Sat Mid   | 18.9                | B   | 19.2                             | B   |

Notes:

LOS = level of service

[a] Intersection analysis based on the HCM Two-Way Stop Controlled unsignalized methodology. Reported results reflect the control delay for the worst-case approach. The average intersection delay is provided in Appendix B.

**TABLE 10B  
EXISTING WITH PROJECT CONDITIONS (YEAR 2026)  
STREET SEGMENT CAPACITY EVALUATION**

| No.       | Street Segment                                                    | Classification & Lanes                | Estimated Capacity & Target LOS<br>[a] | Day                 | Existing Conditions |                  | Existing plus Project Conditions |                  |
|-----------|-------------------------------------------------------------------|---------------------------------------|----------------------------------------|---------------------|---------------------|------------------|----------------------------------|------------------|
|           |                                                                   |                                       |                                        |                     | Volume              | Exceeds Maximum? | Volume                           | Exceeds Maximum? |
| A.        | E. Grand Boulevard<br><i>North of E. Third Street</i>             | Major Arterial<br>4 lanes + 2WLT      | 35,900 vpd<br>LOS D                    | Weekday<br>Saturday | 19,441<br>13,408    | no<br>no         | 20,013<br>13,811                 | no<br>no         |
| B.        | E. 3rd Street<br><i>West of E. Grand Boulevard</i>                | Collector<br>2 lanes                  | 10,000 vpd<br>LOS D                    | Weekday<br>Saturday | 3,471<br>2,290      | no<br>no         | 3,629<br>2,398                   | no<br>no         |
| C.        | Quarry Street<br><i>East of E. Grand Boulevard</i>                | Collector<br>2 lanes                  | 10,000 vpd<br>LOS D                    | Weekday<br>Saturday | 3,672<br>2,136      | no<br>no         | 4,283<br>2,553                   | no<br>no         |
| D.        | E. Grand Boulevard<br><i>North of E. Sixth Street</i>             | Major Arterial<br>4 lanes + 2WLT      | 35,900 vpd<br>LOS D                    | Weekday<br>Saturday | 18,061<br>13,105    | no<br>no         | 18,464<br>13,393                 | no<br>no         |
| E.        | E. Grand Boulevard<br><i>South of E. Sixth Street</i>             | Major Arterial<br>4 lanes + 2WLT      | 35,900 vpd<br>LOS D                    | Weekday<br>Saturday | 13,537<br>9,838     | no<br>no         | 14,015<br>10,170                 | no<br>no         |
| F.<br>[b] | E. Sixth Street<br><i>West of E. Grand Boulevard</i>              | Mixed-Use Boulevard<br>2 lanes + 2WLT | 18,000 vpd<br>LOS E/F                  | Weekday<br>Saturday | 14,345<br>11,966    | no<br>no         | 14,556<br>12,122                 | no<br>no         |
| G.        | E. Sixth Street<br><i>East of E. Grand Boulevard</i>              | Mixed-Use Boulevard<br>4 lanes + 2WLT | 35,900 vpd<br>LOS D                    | Weekday<br>Saturday | 22,175<br>17,325    | no<br>no         | 22,537<br>17,590                 | no<br>no         |
| H.        | E. Sixth Street<br><i>Between Kress Court &amp; Rimpau Avenue</i> | Mixed-Use Boulevard<br>4 lanes + 2WLT | 35,900 vpd<br>LOS D                    | Weekday<br>Saturday | 21,887<br>17,299    | no<br>no         | 21,842<br>17,287                 | no<br>no         |
| I.        | E. Sixth Street<br><i>East of Rimpau Avenue</i>                   | Major Arterial<br>4 lanes + 2WLT      | 35,900 vpd<br>LOS D                    | Weekday<br>Saturday | 22,021<br>16,126    | no<br>no         | 22,165<br>16,236                 | no<br>no         |
| J.        | Rimpau Avenue<br><i>North of E. Sixth Street</i>                  | Collector<br>2 lanes                  | 10,000 vpd<br>LOS D                    | Weekday<br>Saturday | 4,094<br>7,146      | no<br>no         | 4,614<br>7,501                   | no<br>no         |
| K.        | Rimpau Avenue<br><i>South of E. Sixth Street</i>                  | Secondary Arterial<br>2 lanes + 2WLT  | 13,000 vpd<br>LOS D                    | Weekday<br>Saturday | 9,530<br>2,349      | no<br>no         | 9,896<br>2,605                   | no<br>no         |
| L.        | Fullerton Avenue<br><i>South of E. Grand Boulevard</i>            | Special Residential<br>2 lanes + 2WLT | 13,000 vpd<br>LOS D                    | Weekday<br>Saturday | 8,919<br>6,392      | no<br>no         | 9,171<br>6,570                   | no<br>no         |

**Notes:**

2WLT = two-way left-turn median. LOS = level of service. vpd = vehicles per day (two directions).

[a] Estimated capacity per City of Corona, Standard Plan 100 - Street Design Table & *General Plan 2020-2040 Technical Background Report* for the respective street classification. Target LOS is from Goal CE-1.5 in the Circulation Element.

[b] A LOS E/F operational exemption was identified in the Circulation Element for E 6th Street within the Circle.



**TABLE 11A**  
**FUTURE WITH PROJECT CONDITIONS (YEAR 2029)**  
**INTERSECTION LEVEL OF SERVICE ANALYSIS**

| No.        | Intersection                                    | Peak Hour           | Future without Project Conditions |             | Future with Project Conditions |             |
|------------|-------------------------------------------------|---------------------|-----------------------------------|-------------|--------------------------------|-------------|
|            |                                                 |                     | Delay                             | LOS         | Delay                          | LOS         |
| 1.         | E. Grand Boulevard & E. Third Street            | AM<br>PM<br>Sat Mid | 9.5<br>15.7<br>9.1                | A<br>B<br>A | 9.6<br>16.4<br>9.2             | A<br>B<br>A |
| 2.<br>[a]  | E. Grand Boulevard & Quarry Street              | AM<br>PM<br>Sat Mid | 13.8<br>17.5<br>12.3              | B<br>C<br>B | 14.1<br>19.5<br>12.6           | B<br>C<br>B |
| 3.<br>[a]  | Park Driveway (West) & Quarry Street            | AM<br>PM<br>Sat Mid | 10.2<br>12.4<br>9.4               | B<br>B<br>A | 10.5<br>14.7<br>9.9            | B<br>B<br>A |
| 4.<br>[a]  | Arroya Avenue & Quarry Street                   | AM<br>PM<br>Sat Mid | 10.0<br>13.8<br>9.4               | A<br>B<br>A | 10.0<br>14.0<br>9.5            | A<br>B<br>A |
| 5.<br>[a]  | Rimpau Avenue & Quarry Street                   | AM<br>PM<br>Sat Mid | 9.8<br>12.0<br>9.4                | A<br>B<br>A | 9.8<br>12.1<br>9.4             | A<br>B<br>A |
| 6.<br>[a]  | E. Grand Boulevard & Kress Court                | AM<br>PM<br>Sat Mid | 0.2<br>11.3<br>10.6               | A<br>B<br>B | 0.0<br>11.6<br>10.8            | A<br>B<br>B |
| 7.         | E. Grand Boulevard & E. Sixth Street            | AM<br>PM<br>Sat Mid | 41.7<br>44.0<br>23.4              | D<br>D<br>C | 42.8<br>48.7<br>24.7           | D<br>D<br>C |
| 8.<br>[a]  | Kress Court & E. Sixth Street                   | AM<br>PM<br>Sat Mid | 12.6<br>12.1<br>11.5              | B<br>B<br>B | 13.0<br>12.9<br>11.9           | B<br>B<br>B |
| 9.         | Rimpau Avenue & E. Sixth Street                 | AM<br>PM<br>Sat Mid | 21.4<br>47.5<br>25.4              | C<br>D<br>C | 21.9<br>52.9<br>26.2           | C<br>D<br>C |
| 10.<br>[a] | Park Driveway (East) & Quarry Street            | AM<br>PM<br>Sat Mid | 10.1<br>12.4<br>9.5               | B<br>B<br>A | 10.3<br>13.1<br>9.7            | B<br>B<br>A |
| 11.<br>[a] | Rimpau Avenue & Park Driveway / E. Fifth Street | AM<br>PM<br>Sat Mid | 9.8<br>12.3<br>9.9                | A<br>B<br>A | 10.2<br>14.4<br>10.5           | B<br>B<br>B |
| 12.<br>[a] | Park Dwy (East) & E. Sixth Street               | AM<br>PM<br>Sat Mid | 0.0<br>11.9<br>11.5               | A<br>B<br>B | 12.6<br>12.1<br>11.6           | B<br>B<br>B |

Notes:

LOS = level of service

[a] Intersection analysis based on the HCM Two-Way Stop Controlled unsignalized methodology. Reported results reflect the control delay for the worst-case approach. The average intersection delay is provided in Appendix B.

**TABLE 11A (CONT'D)**  
**FUTURE WITH PROJECT CONDITIONS (YEAR 2029)**  
**INTERSECTION LEVEL OF SERVICE ANALYSIS**

| No. | Intersection                           | Peak Hour | Future without Project Conditions |     | Future with Project Conditions |     |
|-----|----------------------------------------|-----------|-----------------------------------|-----|--------------------------------|-----|
|     |                                        |           | Delay                             | LOS | Delay                          | LOS |
| 13. | N. Main Street & Grand Boulevard       | AM        | 49.0                              | D   | 50.0                           | D   |
|     |                                        | PM        | 50.7                              | D   | 52.4                           | D   |
|     |                                        | Sat Mid   | 40.6                              | D   | 41.9                           | D   |
| 14. | N. Main Street & SR 91 Westbound Ramps | AM        | 45.3                              | D   | 45.2                           | D   |
|     |                                        | PM        | 22.5                              | C   | 22.7                           | C   |
|     |                                        | Sat Mid   | 20.6                              | C   | 20.8                           | C   |
| 15. | N. Main Street & SR 91 Eastbound Ramps | AM        | 19.2                              | B   | 19.4                           | B   |
|     |                                        | PM        | 31.3                              | C   | 31.7                           | C   |
|     |                                        | Sat Mid   | 19.0                              | B   | 19.0                           | B   |
| 16. | S. Main Street & E. Third Street       | AM        | 12.3                              | B   | 12.7                           | B   |
|     |                                        | PM        | 33.3                              | C   | 35.6                           | D   |
|     |                                        | Sat Mid   | 22.8                              | C   | 23.2                           | C   |
| 17. | S. Main Street & E. Sixth Street       | AM        | 40.1                              | D   | 40.2                           | D   |
|     |                                        | PM        | 51.8                              | D   | 52.0                           | D   |
|     |                                        | Sat Mid   | 45.8                              | D   | 46.1                           | D   |
| 18. | E. Grand Boulevard & Joy Street        | AM        | 15.7                              | B   | 15.9                           | B   |
|     |                                        | PM        | 24.5                              | C   | 25.6                           | C   |
|     |                                        | Sat Mid   | 11.8                              | B   | 11.9                           | B   |
| 19. | E. Grand Boulevard & Fullerton Avenue  | AM        | 13.2                              | B   | 13.3                           | B   |
|     |                                        | PM        | 14.9                              | B   | 15.0                           | B   |
|     |                                        | Sat Mid   | 10.3                              | B   | 10.2                           | B   |
| 20. | Rimpau Avenue & Magnolia Avenue        | AM        | 51.7                              | D   | 51.3                           | D   |
|     |                                        | PM        | 70.2                              | E   | 68.6                           | E   |
|     |                                        | Sat Mid   | 66.8                              | E   | 66.5                           | E   |
| 21. | Fullerton Avenue & Magnolia Avenue     | AM        | 42.9                              | D   | 41.0                           | D   |
|     |                                        | PM        | 40.6                              | D   | 40.5                           | D   |
|     |                                        | Sat Mid   | 33.6                              | C   | 33.5                           | C   |
| 22. | Kellogg Avenue & Magnolia Avenue       | AM        | 34.1                              | C   | 34.0                           | C   |
|     |                                        | PM        | 25.2                              | C   | 25.2                           | C   |
|     |                                        | Sat Mid   | 17.2                              | B   | 17.3                           | B   |
| 23. | Magnolia Avenue & Ontario Avenue       | AM        | 32.6                              | C   | 33.0                           | C   |
|     |                                        | PM        | 35.0                              | C   | 35.4                           | D   |
|     |                                        | Sat Mid   | 19.9                              | B   | 20.2                           | C   |

Notes:

LOS = level of service

[a] Intersection analysis based on the HCM Two-Way Stop Controlled unsignalized methodology. Reported results reflect the control delay for the worst-case approach. The average intersection delay is provided in Appendix B.

**TABLE 11B  
FUTURE WITH PROJECT CONDITIONS (YEAR 2029)  
STREET SEGMENT CAPACITY EVALUATION**

| No.       | Street Segment                                                    | Classification & Lanes                  | Estimated Capacity & Target LOS<br>[a] | Day                 | Future without Project Conditions |                  | Future with Project Conditions |                  |
|-----------|-------------------------------------------------------------------|-----------------------------------------|----------------------------------------|---------------------|-----------------------------------|------------------|--------------------------------|------------------|
|           |                                                                   |                                         |                                        |                     | Volume                            | Exceeds Maximum? | Volume                         | Exceeds Maximum? |
| A.        | E. Grand Boulevard<br><i>North of E. Third Street</i>             | Major Arterial<br>4 lanes + 2WLT        | 35,900 vpd<br>LOS D                    | Weekday<br>Saturday | 20,631<br>14,229                  | no<br>no         | 21,203<br>14,632               | no<br>no         |
| B.        | E. 3rd Street<br><i>West of E. Grand Boulevard</i>                | Collector<br>2 lanes                    | 10,000 vpd<br>LOS D                    | Weekday<br>Saturday | 4,247<br>3,086                    | no<br>no         | 4,405<br>3,194                 | no<br>no         |
| C.        | Quarry Street<br><i>East of E. Grand Boulevard</i>                | Collector<br>2 lanes                    | 10,000 vpd<br>LOS D                    | Weekday<br>Saturday | 3,897<br>2,267                    | no<br>no         | 4,508<br>2,684                 | no<br>no         |
| D.        | E. Grand Boulevard<br><i>North of E. Sixth Street</i>             | Major Arterial<br>4 lanes + 2WLT        | 35,900 vpd<br>LOS D                    | Weekday<br>Saturday | 19,179<br>13,910                  | no<br>no         | 19,582<br>14,198               | no<br>no         |
| E.        | E. Grand Boulevard<br><i>South of E. Sixth Street</i>             | Major Arterial<br>4 lanes + 2WLT        | 35,900 vpd<br>LOS D                    | Weekday<br>Saturday | 14,888<br>11,044                  | no<br>no         | 15,366<br>11,376               | no<br>no         |
| F.<br>[b] | E. Sixth Street<br><i>West of E. Grand Boulevard</i>              | Mixed-Use Boulevard<br>2 lanes + 2WLT   | 18,000 vpd<br>LOS E/F                  | Weekday<br>Saturday | 15,807<br>13,356                  | no<br>no         | 16,018<br>13,512               | no<br>no         |
| G.        | E. Sixth Street<br><i>East of E. Grand Boulevard</i>              | Mixed-Use Boulevard<br>4 lanes + median | 35,900 vpd<br>LOS D                    | Weekday<br>Saturday | 23,634<br>18,443                  | no<br>no         | 23,996<br>18,708               | no<br>no         |
| H.        | E. Sixth Street<br><i>Between Kress Court &amp; Rimpau Avenue</i> | Mixed-Use Boulevard<br>4 lanes + median | 35,900 vpd<br>LOS D                    | Weekday<br>Saturday | 23,328<br>18,416                  | no<br>no         | 23,283<br>18,404               | no<br>no         |
| I.        | E. Sixth Street<br><i>East of Rimpau Avenue</i>                   | Major Arterial<br>4 lanes + 2WLT        | 35,900 vpd<br>LOS D                    | Weekday<br>Saturday | 23,471<br>17,171                  | no<br>no         | 23,615<br>17,281               | no<br>no         |
| J.        | Rimpau Avenue<br><i>North of E. Sixth Street</i>                  | Collector<br>2 lanes                    | 10,000 vpd<br>LOS D                    | Weekday<br>Saturday | 4,345<br>7,583                    | no<br>no         | 4,865<br>7,938                 | no<br>no         |
| K.        | Rimpau Avenue<br><i>South of E. Sixth Street</i>                  | Secondary Arterial<br>2 lanes + 2WLT    | 13,000 vpd<br>LOS D                    | Weekday<br>Saturday | 10,114<br>2,493                   | no<br>no         | 10,480<br>2,749                | no<br>no         |
| L.        | Fullerton Avenue<br><i>South of E. Grand Boulevard</i>            | Special Residential<br>2 lanes + 2WLT   | 13,000 vpd<br>LOS D                    | Weekday<br>Saturday | 9,973<br>7,387                    | no<br>no         | 10,225<br>7,565                | no<br>no         |

**Notes:**

2WLT = two-way left-turn median. LOS = level of service. vpd = vehicles per day (two directions).

[a] Estimated capacity per City of Corona, Standard Plan 100 - Street Design Table & *General Plan 2020-2040 Technical Background Report* for the respective street classification. Target LOS is from Goal CE-1.5 in the Circulation Element.

[b] A LOS E/F operational exemption was identified in the Circulation Element for E 6th Street within the Circle.

**TABLE 12**  
**SIGNAL WARRANT ANALYSIS**

| No.        | Intersection                                    | Peak Hour | Future without Project Conditions |            |             | Future with Project Conditions |            |             |
|------------|-------------------------------------------------|-----------|-----------------------------------|------------|-------------|--------------------------------|------------|-------------|
|            |                                                 |           | Part A Met                        | Part B Met | Warrant Met | Part A Met                     | Part B Met | Warrant Met |
| 2.<br>[a]  | E. Grand Boulevard & Quarry Street              | AM        | No                                | No         | YES         | No                             | No         | YES         |
|            |                                                 | PM        | No                                | YES        |             | No                             | YES        |             |
|            |                                                 | Sat Mid   | No                                | No         |             | No                             | No         |             |
| 4.<br>[a]  | Arroya Avenue & Quarry Street                   | AM        | No                                | No         | No          | No                             | No         | No          |
|            |                                                 | PM        | No                                | No         |             | No                             | No         |             |
|            |                                                 | Sat Mid   | No                                | No         |             | No                             | No         |             |
| 5.<br>[a]  | Rimpau Avenue & Quarry Street                   | AM        | No                                | No         | No          | No                             | No         | No          |
|            |                                                 | PM        | No                                | No         |             | No                             | No         |             |
|            |                                                 | Sat Mid   | No                                | No         |             | No                             | No         |             |
| 11.<br>[a] | Rimpau Avenue & Park Driveway / E. Fifth Street | AM        | No                                | No         | No          | No                             | No         | No          |
|            |                                                 | PM        | No                                | No         |             | No                             | No         |             |
|            |                                                 | Sat Mid   | No                                | No         |             | No                             | No         |             |

Notes:

Warrant analysis based on Warrant #3, Peak Hour, from *California Manual on Uniform Traffic Control Devices 2026* (Caltrans, 2026).

Part A evaluates the total cumulative delay experienced by vehicles turning from the minor street to the major street. Part B compares the minor street traffic volume to the major street traffic volume. Signal warrant worksheets are provided in Appendix D.

**TABLE 13  
FREEWAY OFF-RAMP QUEUES**

| Intersection                                | Total Ramp Storage (feet)              | Peak Hour | 95th Percentile Queue (vehicles per lane) |                                   |                                | 95th Percentile Queue (total feet of vehicles) |                                   |                                | Exceeds Capacity In Any Scenario? | Project Contribution to Queue (ft) |
|---------------------------------------------|----------------------------------------|-----------|-------------------------------------------|-----------------------------------|--------------------------------|------------------------------------------------|-----------------------------------|--------------------------------|-----------------------------------|------------------------------------|
|                                             |                                        |           | Existing Conditions                       | Future without Project Conditions | Future with Project Conditions | Existing Conditions                            | Future without Project Conditions | Future with Project Conditions |                                   |                                    |
| #14. N. Main Street & SR 91 Westbound Ramps |                                        |           |                                           |                                   |                                |                                                |                                   |                                |                                   |                                    |
| Westbound Left/Through (dual lanes)         | 170 (dual) + 960 (single) = 1,300 feet | AM        | 13.8                                      | 14.9                              | 15.1                           | 690                                            | 745                               | 755                            | NO                                | 10                                 |
|                                             |                                        | PM        | 8.9                                       | 9.3                               | 9.4                            | 445                                            | 465                               | 470                            | NO                                | 5                                  |
|                                             |                                        | Sat Mid   | 10.3                                      | 11.1                              | 11.3                           | 515                                            | 555                               | 565                            | NO                                | 10                                 |
| Westbound Right (dual lanes)                | 370 (dual) + 760 (single) =1,500 feet  | AM        | 24.5                                      | 28.7                              | 28.5                           | 1,225                                          | 1,435                             | 1,425                          | NO                                | (10)                               |
|                                             |                                        | PM        | 10.9                                      | 11.5                              | 11.5                           | 545                                            | 575                               | 575                            | NO                                | 0                                  |
|                                             |                                        | Sat Mid   | 8.4                                       | 8.9                               | 8.9                            | 420                                            | 445                               | 445                            | NO                                | 0                                  |
| #15. N. Main Street & SR 91 Eastbound Ramps |                                        |           |                                           |                                   |                                |                                                |                                   |                                |                                   |                                    |
| Eastbound Left/Through (dual lanes)         | 430 (dual) + 650 (single) = 1,510 feet | AM        | 5.6                                       | 5.9                               | 5.8                            | 280                                            | 295                               | 290                            | NO                                | (5)                                |
|                                             |                                        | PM        | 12.7                                      | 14.2                              | 14.2                           | 635                                            | 710                               | 710                            | NO                                | 0                                  |
|                                             |                                        | Sat Mid   | 5.4                                       | 5.7                               | 5.7                            | 270                                            | 285                               | 285                            | NO                                | 0                                  |
| Eastbound Right (dual lanes)                | 430 (dual) + 650 (single) = 1,510 feet | AM        | 7.6                                       | 8.1                               | 8.2                            | 380                                            | 405                               | 410                            | NO                                | 5                                  |
|                                             |                                        | PM        | 11.3                                      | 12.8                              | 13.1                           | 565                                            | 640                               | 655                            | NO                                | 15                                 |
|                                             |                                        | Sat Mid   | 4.4                                       | 4.7                               | 4.8                            | 220                                            | 235                               | 240                            | NO                                | 5                                  |

Notes:

Vehicles in queue based on 95th percentile queue calculated by the HCM methodology. Vehicles converted to queue length based 25 feet per vehicle. See Appendix B for Synchro worksheets.

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## **Chapter 6**

### ***Project Deficiencies and Improvements***

This chapter summarizes the analysis results presented in Chapter 5 related to Project-related deficiencies in traffic conditions.

#### **INTERSECTIONS**

All but one intersection would operate at LOS D or better during all analyzed scenarios. Intersection #20, Rimpau Avenue & Magnolia Avenue, would operate at LOS E during the weekday afternoon and Saturday midday peak hours; however, the addition of Project traffic would result in a decrease in average delay at that location during those peak hours and, therefore, there would be no Project-related deficiency and no improvements would be required.

Although the Project is projected to add traffic to an already operationally deficient location, the intersection is physically constrained in a fully built-out location. It should be noted that the City is currently studying traffic improvements at this location for implementation under another effort. In addition, a Citywide traffic signal optimization project is actively underway and is projected to improve corridor travel times (including on the Magnolia Avenue corridor).

#### **STREET SEGMENTS**

All of the street segments would be below their operating capacities during all analyzed scenarios, without and with the Project traffic and, therefore, no improvements would be required.

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## **SIGNAL WARRANTS**

One unsignalized intersection – Intersection #2, E. Grand Boulevard & Quarry Street – would meet the peak hour traffic signal warrant based on conditions during the weekday afternoon peak period. The signal warrant would be met both under Future without Project Conditions and Future with Project Conditions.

It should be noted that the determination that an unsignalized intersection meets the traffic signal warrant does not in itself require the installation of a signal. Rather, it is one factor in determining whether it would be appropriate to install a new traffic signal. Other factors include the actual delay experienced by vehicles turning from the minor street to the major street, proximity to other signalized intersections, traffic progression on a synchronized corridor, whether the new signal would encourage traffic to pass through sensitive neighborhoods, and safety considerations.

## **FREEWAY OFF-RAMP QUEUES**

The Project would not cause or contribute to excessive queuing at the Caltrans off-ramps.

## **RECOMMENDED IMPROVEMENTS**

As detailed above, Intersection #2, E. Grand Boulevard & Quarry Street, meets the peak hour signal warrant. However, since the vast majority of the turns from Quarry Street to E. Grand Boulevard are right turns that are forecast to experience less than 20 seconds of delay per vehicle,<sup>5</sup> there does not appear to be a significant need for a traffic signal at this location to improve operations. As a result, it is not recommended for implementation.

As described earlier, the Project assumes right-turn in/out only driveway access at: Intersections #6, E. Grand Boulevard & Kress Court, #8, Kress Court & E. Sixth Street, and #12, Park Driveway (east) & E. Sixth Street. The installation of a “porkchop” island treatments and appropriate signage

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<sup>5</sup> See Table 11A.



are recommended at these locations (within the public right-of-way) to reinforce the right-turn restrictions.<sup>6</sup>

City staff have indicated that changes to the Corona Cruiser are being planned, with re-routing to expand service on E. Sixth Street between Rimpau Avenue and E. Grand Boulevard. The installation of transit vehicle turnout(s) along the Project's E. Sixth Street frontage (within the public right-of-way and to the City's standard design) is recommended to accommodate the future transit service expansion.

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<sup>6</sup> The timing of the *Downtown Revitalization Plan's* raised median along E. Sixth Street has not yet been identified. To the extent it is constructed prior to completion of the Project, this recommended improvement may not be necessary.



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## **Chapter 7**

### **Site Access Analysis**

The Project Site would be served by six driveways to publicly accessible parking areas, along with one service driveway (not analyzed) providing commercial loading and trash pick-up access. The driveway locations and turn restrictions at each driveway are summarized in Table 2. All six analyzed driveways are unsignalized and are projected to operate at LOS C or better during each peak period under the Future with Project condition, as shown in Table 11A. There would be minimal queuing at each driveway due to low numbers of vehicles arriving and departing, turn restrictions, and, for driveways on Quarry Street and Rimpau Avenue, low adjacent street traffic.

Three of the six analyzed driveways are located on Collectors, including two on Quarry Street and one on Rimpau Avenue. The three remaining driveways, one on E. Grand Boulevard and two on E. Sixth Street, are located on Arterial Streets. All six driveways are oriented perpendicular to the adjacent roadways and provide good visibility in both directions. The two driveways on E. Sixth Street and the two driveways on Quarry Street are far enough apart that they pose no risk of interfering with each other.

The driveways on E. Grand Boulevard and E. Sixth Street are assumed to operate with only right turns in and out of the Project Site. Based on the Project-only traffic volume forecasts shown in Exhibits 10A and 10B, the maximum forecasted entering Project volume at each arterial driveway is under the threshold of 50 peak hour trips identified in the TIS Guidelines for warranting the installation of a right-turn deceleration lane. As described in Chapter 6, the installation of “porkchop” island treatments and appropriate signage at these driveways is recommended to reinforce the right-turn only restrictions.

Finally, the Project Site plan routes internal pedestrian paths away from access points and parking areas. Therefore, there are no internal pedestrian-vehicle conflict points.



Overall, the Project Site access plan appropriately distributes traffic and parking through the site and allows for a safe and comfortable experience for drivers and pedestrians.

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## ***References***

*California Manual on Uniform Traffic Control Devices 2026*, California Department of Transportation, 2026.

*City of Corona 2020-2040 General Plan*, City of Corona, adopted 2020.

*City of Corona 2020-2040 General Plan Technical Background Report*, City of Corona, 2020.

*City of Corona General Plan Technical Update* (State Clearinghouse No. 2018081039), PlaceWorks, December 2019.

*City Park Master Plan*, City of Corona, July 2023.

*Downtown Revitalization Plan*, City of Corona, 2022.

*Traffic Impact Study Guidelines*, City of Corona, July 2006.

*Highway Capacity Manual, 7<sup>th</sup> Edition*, Transportation Research Board, 2022.

*Trip Generation, 12<sup>th</sup> Edition*, Institute of Transportation Engineers, 2025.

***Appendix A***  
***Traffic Count Worksheets***

## ***Intersection Counts***

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

City of Corona  
N/S: E Grand Boulevard  
E/W: E 3rd Street  
Weather: Clear

File Name : 01\_COR\_E Gra\_E3rd AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

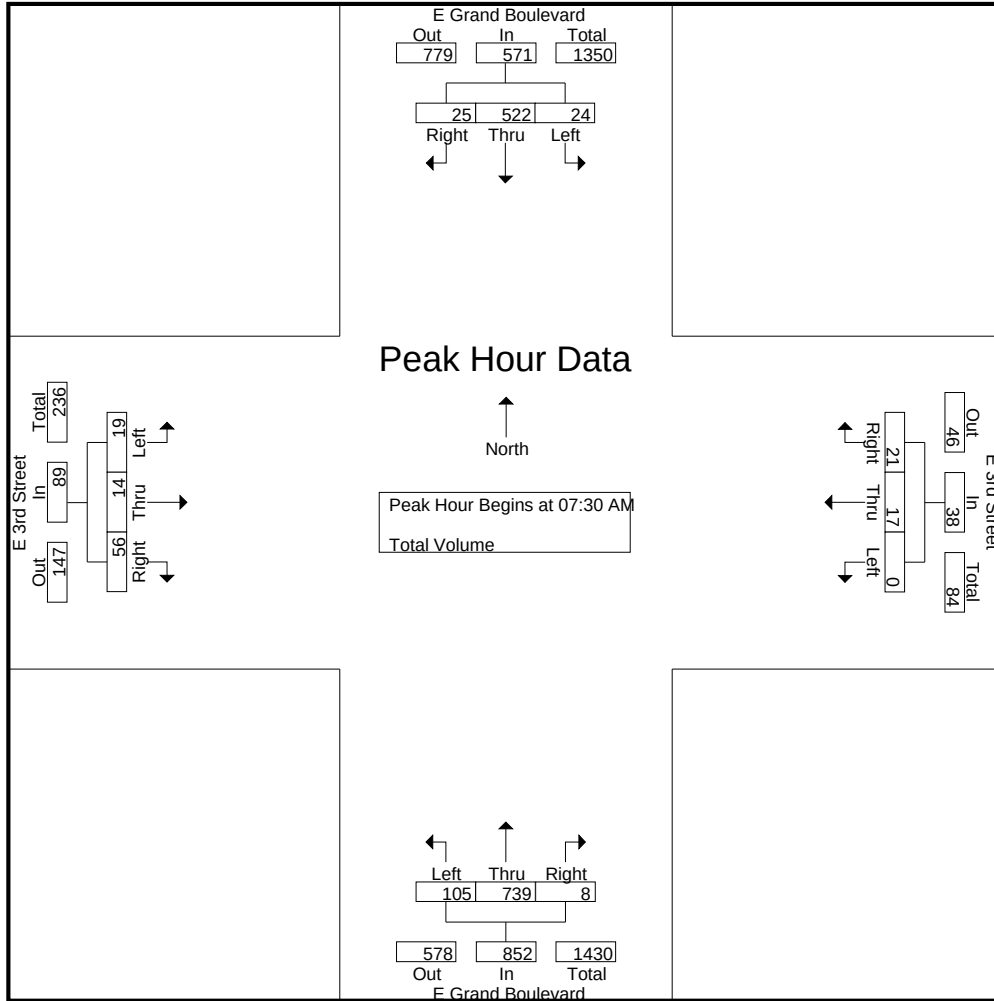
Groups Printed- Total Volume

|             | E Grand Boulevard<br>Southbound |      |       |            | E 3rd Street<br>Westbound |      |       |            | E Grand Boulevard<br>Northbound |      |       |            | E 3rd Street<br>Eastbound |      |       |            |            |
|-------------|---------------------------------|------|-------|------------|---------------------------|------|-------|------------|---------------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time  | Left                            | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                            | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. Total |
| 06:30 AM    | 4                               | 38   | 5     | 47         | 1                         | 5    | 4     | 10         | 10                              | 97   | 1     | 108        | 3                         | 2    | 8     | 13         | 178        |
| 06:45 AM    | 3                               | 61   | 2     | 66         | 1                         | 9    | 1     | 11         | 12                              | 122  | 1     | 135        | 3                         | 3    | 8     | 14         | 226        |
| Total       | 7                               | 99   | 7     | 113        | 2                         | 14   | 5     | 21         | 22                              | 219  | 2     | 243        | 6                         | 5    | 16    | 27         | 404        |
| 07:00 AM    | 3                               | 50   | 4     | 57         | 0                         | 9    | 5     | 14         | 11                              | 129  | 0     | 140        | 4                         | 1    | 10    | 15         | 226        |
| 07:15 AM    | 8                               | 114  | 4     | 126        | 1                         | 2    | 3     | 6          | 18                              | 184  | 1     | 203        | 6                         | 1    | 12    | 19         | 354        |
| 07:30 AM    | 5                               | 137  | 4     | 146        | 0                         | 2    | 6     | 8          | 25                              | 185  | 0     | 210        | 3                         | 6    | 5     | 14         | 378        |
| 07:45 AM    | 1                               | 145  | 7     | 153        | 0                         | 6    | 6     | 12         | 27                              | 206  | 3     | 236        | 8                         | 3    | 12    | 23         | 424        |
| Total       | 17                              | 446  | 19    | 482        | 1                         | 19   | 20    | 40         | 81                              | 704  | 4     | 789        | 21                        | 11   | 39    | 71         | 1382       |
| 08:00 AM    | 13                              | 126  | 10    | 149        | 0                         | 4    | 6     | 10         | 23                              | 169  | 2     | 194        | 5                         | 4    | 22    | 31         | 384        |
| 08:15 AM    | 5                               | 114  | 4     | 123        | 0                         | 5    | 3     | 8          | 30                              | 179  | 3     | 212        | 3                         | 1    | 17    | 21         | 364        |
| 08:30 AM    | 6                               | 96   | 6     | 108        | 0                         | 6    | 9     | 15         | 26                              | 169  | 4     | 199        | 3                         | 3    | 14    | 20         | 342        |
| 08:45 AM    | 2                               | 87   | 6     | 95         | 0                         | 2    | 7     | 9          | 19                              | 172  | 2     | 193        | 3                         | 0    | 9     | 12         | 309        |
| Total       | 26                              | 423  | 26    | 475        | 0                         | 17   | 25    | 42         | 98                              | 689  | 11    | 798        | 14                        | 8    | 62    | 84         | 1399       |
| Grand Total | 50                              | 968  | 52    | 1070       | 3                         | 50   | 50    | 103        | 201                             | 1612 | 17    | 1830       | 41                        | 24   | 117   | 182        | 3185       |
| Apprch %    | 4.7                             | 90.5 | 4.9   |            | 2.9                       | 48.5 | 48.5  |            | 11                              | 88.1 | 0.9   |            | 22.5                      | 13.2 | 64.3  |            |            |
| Total %     | 1.6                             | 30.4 | 1.6   | 33.6       | 0.1                       | 1.6  | 1.6   | 3.2        | 6.3                             | 50.6 | 0.5   | 57.5       | 1.3                       | 0.8  | 3.7   | 5.7        |            |

|                                                            | E Grand Boulevard<br>Southbound |            |           |            | E 3rd Street<br>Westbound |          |          |            | E Grand Boulevard<br>Northbound |            |          |            | E 3rd Street<br>Eastbound |          |           |            |            |
|------------------------------------------------------------|---------------------------------|------------|-----------|------------|---------------------------|----------|----------|------------|---------------------------------|------------|----------|------------|---------------------------|----------|-----------|------------|------------|
| Start Time                                                 | Left                            | Thru       | Right     | App. Total | Left                      | Thru     | Right    | App. Total | Left                            | Thru       | Right    | App. Total | Left                      | Thru     | Right     | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1 |                                 |            |           |            |                           |          |          |            |                                 |            |          |            |                           |          |           |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                                 |            |           |            |                           |          |          |            |                                 |            |          |            |                           |          |           |            |            |
| 07:30 AM                                                   | 5                               | 137        | 4         | 146        | 0                         | 2        | <b>6</b> | 8          | 25                              | 185        | 0        | 210        | 3                         | <b>6</b> | 5         | 14         | 378        |
| 07:45 AM                                                   | 1                               | <b>145</b> | 7         | <b>153</b> | 0                         | <b>6</b> | 6        | <b>12</b>  | 27                              | <b>206</b> | <b>3</b> | <b>236</b> | <b>8</b>                  | 3        | 12        | 23         | <b>424</b> |
| 08:00 AM                                                   | <b>13</b>                       | 126        | <b>10</b> | 149        | 0                         | 4        | 6        | 10         | 23                              | 169        | 2        | 194        | 5                         | 4        | <b>22</b> | <b>31</b>  | 384        |
| 08:15 AM                                                   | 5                               | 114        | 4         | 123        | 0                         | 5        | 3        | 8          | <b>30</b>                       | 179        | 3        | 212        | 3                         | 1        | 17        | 21         | 364        |
| Total Volume                                               | 24                              | 522        | 25        | 571        | 0                         | 17       | 21       | 38         | 105                             | 739        | 8        | 852        | 19                        | 14       | 56        | 89         | 1550       |
| % App. Total                                               | 4.2                             | 91.4       | 4.4       |            | 0                         | 44.7     | 55.3     |            | 12.3                            | 86.7       | 0.9      |            | 21.3                      | 15.7     | 62.9      |            |            |
| PHF                                                        | .462                            | .900       | .625      | .933       | .000                      | .708     | .875     | .792       | .875                            | .897       | .667     | .903       | .594                      | .583     | .636      | .718       | .914       |

City of Corona  
N/S: E Grand Boulevard  
E/W: E 3rd Street  
Weather: Clear

File Name : 01\_COR\_E Gra\_E3rd AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



Peak Hour Analysis From 06:30 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  |            |          |            | 07:45 AM |          |           |           |
|--------------|-----------|------------|-----------|------------|----------|----------|----------|-----------|-----------|------------|----------|------------|----------|----------|-----------|-----------|
| +0 mins.     | 8         | 114        | 4         | 126        | 0        | <b>6</b> | 6        | 12        | 25        | 185        | 0        | 210        | <b>8</b> | 3        | 12        | 23        |
| +15 mins.    | 5         | 137        | 4         | 146        | 0        | 4        | 6        | 10        | 27        | <b>206</b> | <b>3</b> | <b>236</b> | 5        | <b>4</b> | <b>22</b> | <b>31</b> |
| +30 mins.    | 1         | <b>145</b> | 7         | <b>153</b> | 0        | 5        | 3        | 8         | 23        | 169        | 2        | 194        | 3        | 1        | 17        | 21        |
| +45 mins.    | <b>13</b> | 126        | <b>10</b> | 149        | 0        | 6        | <b>9</b> | <b>15</b> | <b>30</b> | 179        | 3        | 212        | 3        | 3        | 14        | 20        |
| Total Volume | 27        | 522        | 25        | 574        | 0        | 21       | 24       | 45        | 105       | 739        | 8        | 852        | 19       | 11       | 65        | 95        |
| % App. Total | 4.7       | 90.9       | 4.4       |            | 0        | 46.7     | 53.3     |           | 12.3      | 86.7       | 0.9      |            | 20       | 11.6     | 68.4      |           |
| PHF          | .519      | .900       | .625      | .938       | .000     | .875     | .667     | .750      | .875      | .897       | .667     | .903       | .594     | .688     | .739      | .766      |

City of Corona  
N/S: E Grand Boulevard  
E/W: E 3rd Street  
Weather: Clear

File Name : 01\_COR\_E Gra\_E3rd PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

Groups Printed- Total Volume

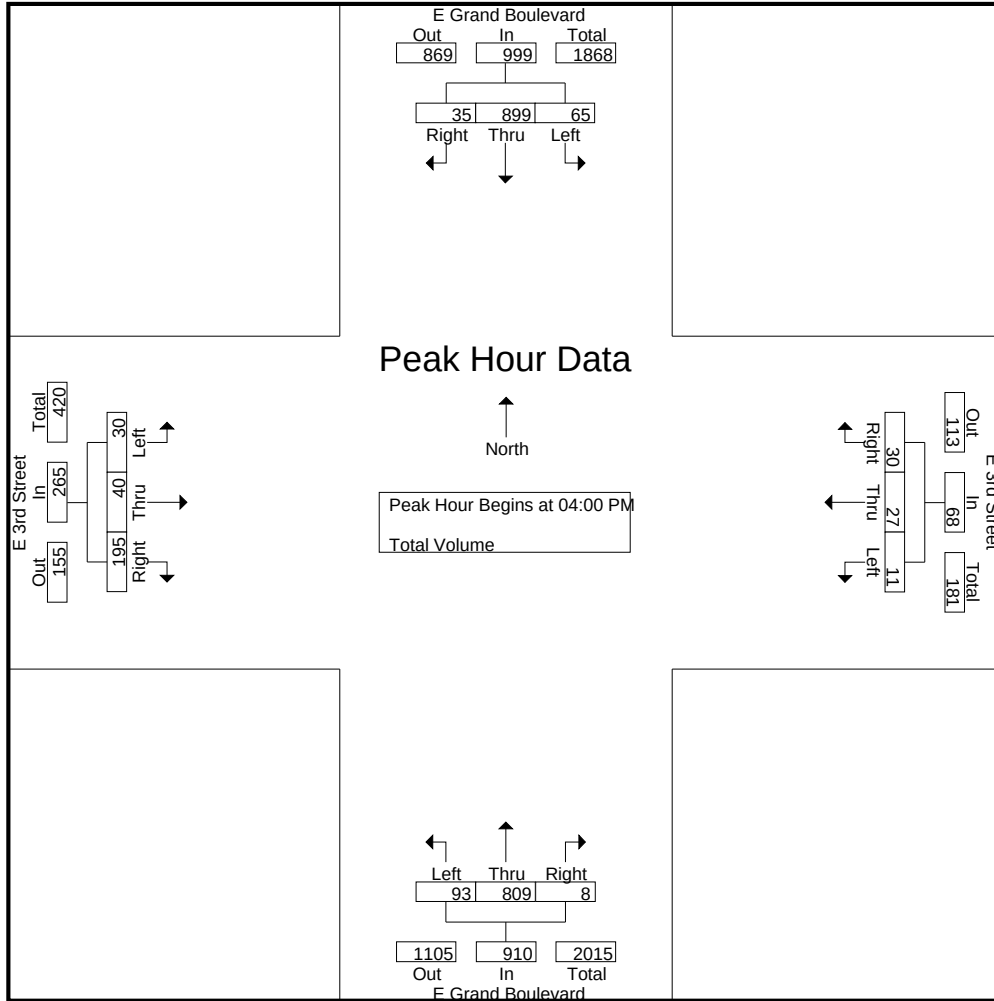
|             | E Grand Boulevard<br>Southbound |      |       |            | E 3rd Street<br>Westbound |      |       |            | E Grand Boulevard<br>Northbound |      |       |            | E 3rd Street<br>Eastbound |      |       |            |            |
|-------------|---------------------------------|------|-------|------------|---------------------------|------|-------|------------|---------------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time  | Left                            | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                            | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. Total |
| 04:00 PM    | 17                              | 215  | 4     | 236        | 4                         | 7    | 3     | 14         | 18                              | 210  | 4     | 232        | 3                         | 6    | 60    | 69         | 551        |
| 04:15 PM    | 18                              | 238  | 11    | 267        | 2                         | 5    | 7     | 14         | 18                              | 188  | 0     | 206        | 11                        | 4    | 64    | 79         | 566        |
| 04:30 PM    | 17                              | 210  | 12    | 239        | 1                         | 9    | 6     | 16         | 20                              | 176  | 1     | 197        | 8                         | 17   | 46    | 71         | 523        |
| 04:45 PM    | 13                              | 236  | 8     | 257        | 4                         | 6    | 14    | 24         | 37                              | 235  | 3     | 275        | 8                         | 13   | 25    | 46         | 602        |
| Total       | 65                              | 899  | 35    | 999        | 11                        | 27   | 30    | 68         | 93                              | 809  | 8     | 910        | 30                        | 40   | 195   | 265        | 2242       |
| 05:00 PM    | 9                               | 196  | 5     | 210        | 2                         | 12   | 10    | 24         | 30                              | 199  | 2     | 231        | 7                         | 8    | 48    | 63         | 528        |
| 05:15 PM    | 10                              | 195  | 7     | 212        | 7                         | 4    | 10    | 21         | 22                              | 191  | 1     | 214        | 4                         | 5    | 36    | 45         | 492        |
| 05:30 PM    | 4                               | 177  | 5     | 186        | 1                         | 7    | 8     | 16         | 22                              | 158  | 4     | 184        | 1                         | 6    | 32    | 39         | 425        |
| 05:45 PM    | 13                              | 204  | 19    | 236        | 2                         | 5    | 6     | 13         | 14                              | 149  | 1     | 164        | 12                        | 16   | 33    | 61         | 474        |
| Total       | 36                              | 772  | 36    | 844        | 12                        | 28   | 34    | 74         | 88                              | 697  | 8     | 793        | 24                        | 35   | 149   | 208        | 1919       |
| Grand Total | 101                             | 1671 | 71    | 1843       | 23                        | 55   | 64    | 142        | 181                             | 1506 | 16    | 1703       | 54                        | 75   | 344   | 473        | 4161       |
| Apprch %    | 5.5                             | 90.7 | 3.9   |            | 16.2                      | 38.7 | 45.1  |            | 10.6                            | 88.4 | 0.9   |            | 11.4                      | 15.9 | 72.7  |            |            |
| Total %     | 2.4                             | 40.2 | 1.7   | 44.3       | 0.6                       | 1.3  | 1.5   | 3.4        | 4.3                             | 36.2 | 0.4   | 40.9       | 1.3                       | 1.8  | 8.3   | 11.4       |            |

|                                                            | E Grand Boulevard<br>Southbound |            |           |            | E 3rd Street<br>Westbound |          |           |            | E Grand Boulevard<br>Northbound |            |          |            | E 3rd Street<br>Eastbound |           |           |            |            |
|------------------------------------------------------------|---------------------------------|------------|-----------|------------|---------------------------|----------|-----------|------------|---------------------------------|------------|----------|------------|---------------------------|-----------|-----------|------------|------------|
| Start Time                                                 | Left                            | Thru       | Right     | App. Total | Left                      | Thru     | Right     | App. Total | Left                            | Thru       | Right    | App. Total | Left                      | Thru      | Right     | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                                 |            |           |            |                           |          |           |            |                                 |            |          |            |                           |           |           |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |                                 |            |           |            |                           |          |           |            |                                 |            |          |            |                           |           |           |            |            |
| 04:00 PM                                                   | 17                              | 215        | 4         | 236        | <b>4</b>                  | 7        | 3         | 14         | 18                              | 210        | <b>4</b> | 232        | 3                         | 6         | 60        | 69         | 551        |
| 04:15 PM                                                   | <b>18</b>                       | <b>238</b> | 11        | <b>267</b> | 2                         | 5        | 7         | 14         | 18                              | 188        | 0        | 206        | <b>11</b>                 | 4         | <b>64</b> | <b>79</b>  | 566        |
| 04:30 PM                                                   | 17                              | 210        | <b>12</b> | 239        | 1                         | <b>9</b> | 6         | 16         | 20                              | 176        | 1        | 197        | 8                         | <b>17</b> | 46        | 71         | 523        |
| 04:45 PM                                                   | 13                              | 236        | 8         | 257        | 4                         | 6        | <b>14</b> | <b>24</b>  | <b>37</b>                       | <b>235</b> | 3        | <b>275</b> | 8                         | 13        | 25        | 46         | <b>602</b> |
| Total Volume                                               | 65                              | 899        | 35        | 999        | 11                        | 27       | 30        | 68         | 93                              | 809        | 8        | 910        | 30                        | 40        | 195       | 265        | 2242       |
| % App. Total                                               | 6.5                             | 90         | 3.5       |            | 16.2                      | 39.7     | 44.1      |            | 10.2                            | 88.9       | 0.9      |            | 11.3                      | 15.1      | 73.6      |            |            |
| PHF                                                        | .903                            | .944       | .729      | .935       | .688                      | .750     | .536      | .708       | .628                            | .861       | .500     | .827       | .682                      | .588      | .762      | .839       | .931       |



City of Corona  
N/S: E Grand Boulevard  
E/W: E 3rd Street  
Weather: Clear

File Name : 01\_COR\_E Gra\_E3rd PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



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

|              | 04:00 PM  |            |           |            | 04:30 PM |           |           |           | 04:30 PM  |            |          |            | 04:00 PM  |           |           |           |
|--------------|-----------|------------|-----------|------------|----------|-----------|-----------|-----------|-----------|------------|----------|------------|-----------|-----------|-----------|-----------|
| +0 mins.     | 17        | 215        | 4         | 236        | 1        | 9         | 6         | 16        | 20        | 176        | 1        | 197        | 3         | 6         | 60        | 69        |
| +15 mins.    | <b>18</b> | <b>238</b> | 11        | <b>267</b> | 4        | 6         | <b>14</b> | <b>24</b> | <b>37</b> | <b>235</b> | <b>3</b> | <b>275</b> | <b>11</b> | 4         | <b>64</b> | <b>79</b> |
| +30 mins.    | 17        | 210        | <b>12</b> | 239        | 2        | <b>12</b> | 10        | 24        | 30        | 199        | 2        | 231        | 8         | <b>17</b> | 46        | 71        |
| +45 mins.    | 13        | 236        | 8         | 257        | <b>7</b> | 4         | 10        | 21        | 22        | 191        | 1        | 214        | 8         | 13        | 25        | 46        |
| Total Volume | 65        | 899        | 35        | 999        | 14       | 31        | 40        | 85        | 109       | 801        | 7        | 917        | 30        | 40        | 195       | 265       |
| % App. Total | 6.5       | 90         | 3.5       |            | 16.5     | 36.5      | 47.1      |           | 11.9      | 87.4       | 0.8      |            | 11.3      | 15.1      | 73.6      |           |
| PHF          | .903      | .944       | .729      | .935       | .500     | .646      | .714      | .885      | .736      | .852       | .583     | .834       | .682      | .588      | .762      | .839      |

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

City of Corona  
N/S: E Grand Boulevard  
E/W: E 3rd Street  
Weather: Clear

File Name : 01\_COR\_E\_Gra\_E3rd SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 1

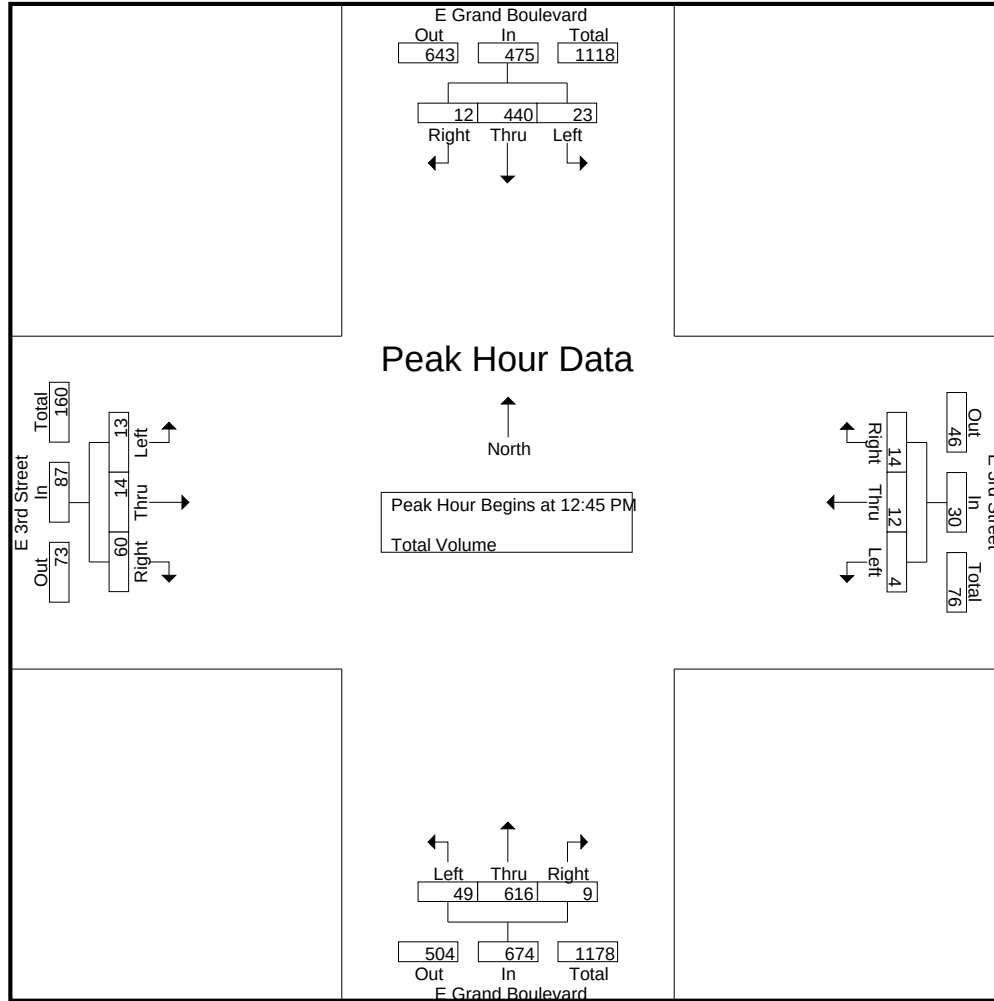
Groups Printed- Total Volume

|             | E Grand Boulevard Southbound |      |       |            | E 3rd Street Westbound |      |       |            | E Grand Boulevard Northbound |      |       |            | E 3rd Street Eastbound |      |       |            |            |
|-------------|------------------------------|------|-------|------------|------------------------|------|-------|------------|------------------------------|------|-------|------------|------------------------|------|-------|------------|------------|
| Start Time  | Left                         | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                         | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Int. Total |
| 12:00 PM    | 5                            | 111  | 0     | 116        | 0                      | 4    | 4     | 8          | 14                           | 140  | 3     | 157        | 4                      | 5    | 20    | 29         | 310        |
| 12:15 PM    | 4                            | 101  | 3     | 108        | 3                      | 3    | 6     | 12         | 18                           | 128  | 4     | 150        | 1                      | 4    | 6     | 11         | 281        |
| 12:30 PM    | 6                            | 96   | 4     | 106        | 4                      | 1    | 4     | 9          | 15                           | 155  | 0     | 170        | 2                      | 2    | 15    | 19         | 304        |
| 12:45 PM    | 5                            | 106  | 3     | 114        | 0                      | 3    | 4     | 7          | 16                           | 164  | 1     | 181        | 3                      | 6    | 10    | 19         | 321        |
| Total       | 20                           | 414  | 10    | 444        | 7                      | 11   | 18    | 36         | 63                           | 587  | 8     | 658        | 10                     | 17   | 51    | 78         | 1216       |
| 01:00 PM    | 5                            | 125  | 3     | 133        | 0                      | 1    | 3     | 4          | 11                           | 162  | 4     | 177        | 4                      | 4    | 22    | 30         | 344        |
| 01:15 PM    | 4                            | 95   | 4     | 103        | 2                      | 4    | 3     | 9          | 13                           | 138  | 3     | 154        | 3                      | 1    | 14    | 18         | 284        |
| 01:30 PM    | 9                            | 114  | 2     | 125        | 2                      | 4    | 4     | 10         | 9                            | 152  | 1     | 162        | 3                      | 3    | 14    | 20         | 317        |
| 01:45 PM    | 5                            | 97   | 1     | 103        | 2                      | 7    | 2     | 11         | 20                           | 150  | 1     | 171        | 2                      | 4    | 13    | 19         | 304        |
| Total       | 23                           | 431  | 10    | 464        | 6                      | 16   | 12    | 34         | 53                           | 602  | 9     | 664        | 12                     | 12   | 63    | 87         | 1249       |
| Grand Total | 43                           | 845  | 20    | 908        | 13                     | 27   | 30    | 70         | 116                          | 1189 | 17    | 1322       | 22                     | 29   | 114   | 165        | 2465       |
| Apprch %    | 4.7                          | 93.1 | 2.2   |            | 18.6                   | 38.6 | 42.9  |            | 8.8                          | 89.9 | 1.3   |            | 13.3                   | 17.6 | 69.1  |            |            |
| Total %     | 1.7                          | 34.3 | 0.8   | 36.8       | 0.5                    | 1.1  | 1.2   | 2.8        | 4.7                          | 48.2 | 0.7   | 53.6       | 0.9                    | 1.2  | 4.6   | 6.7        |            |

|                                                            | E Grand Boulevard Southbound |      |       |            | E 3rd Street Westbound |      |       |            | E Grand Boulevard Northbound |      |       |            | E 3rd Street Eastbound |      |       |            |            |
|------------------------------------------------------------|------------------------------|------|-------|------------|------------------------|------|-------|------------|------------------------------|------|-------|------------|------------------------|------|-------|------------|------------|
| Start Time                                                 | Left                         | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                         | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1 |                              |      |       |            |                        |      |       |            |                              |      |       |            |                        |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 12:45 PM       |                              |      |       |            |                        |      |       |            |                              |      |       |            |                        |      |       |            |            |
| 12:45 PM                                                   | 5                            | 106  | 3     | 114        | 0                      | 3    | 4     | 7          | 16                           | 164  | 1     | 181        | 3                      | 6    | 10    | 19         | 321        |
| 01:00 PM                                                   | 5                            | 125  | 3     | 133        | 0                      | 1    | 3     | 4          | 11                           | 162  | 4     | 177        | 4                      | 4    | 22    | 30         | 344        |
| 01:15 PM                                                   | 4                            | 95   | 4     | 103        | 2                      | 4    | 3     | 9          | 13                           | 138  | 3     | 154        | 3                      | 1    | 14    | 18         | 284        |
| 01:30 PM                                                   | 9                            | 114  | 2     | 125        | 2                      | 4    | 4     | 10         | 9                            | 152  | 1     | 162        | 3                      | 3    | 14    | 20         | 317        |
| Total Volume                                               | 23                           | 440  | 12    | 475        | 4                      | 12   | 14    | 30         | 49                           | 616  | 9     | 674        | 13                     | 14   | 60    | 87         | 1266       |
| % App. Total                                               | 4.8                          | 92.6 | 2.5   |            | 13.3                   | 40   | 46.7  |            | 7.3                          | 91.4 | 1.3   |            | 14.9                   | 16.1 | 69    |            |            |
| PHF                                                        | .639                         | .880 | .750  | .893       | .500                   | .750 | .875  | .750       | .766                         | .939 | .563  | .931       | .813                   | .583 | .682  | .725       | .920       |

City of Corona  
N/S: E Grand Boulevard  
E/W: E 3rd Street  
Weather: Clear

File Name : 01\_COR\_E Gra\_E3rd SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 12:45 PM |      |      |      | 12:00 PM |      |      |      | 12:30 PM |      |      |      | 12:45 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 5        | 106  | 3    | 114  | 0        | 4    | 4    | 8    | 15       | 155  | 0    | 170  | 3        | 6    | 10   | 19   |
| +15 mins.    | 5        | 125  | 3    | 133  | 3        | 3    | 6    | 12   | 16       | 164  | 1    | 181  | 4        | 4    | 22   | 30   |
| +30 mins.    | 4        | 95   | 4    | 103  | 4        | 1    | 4    | 9    | 11       | 162  | 4    | 177  | 3        | 1    | 14   | 18   |
| +45 mins.    | 9        | 114  | 2    | 125  | 0        | 3    | 4    | 7    | 13       | 138  | 3    | 154  | 3        | 3    | 14   | 20   |
| Total Volume | 23       | 440  | 12   | 475  | 7        | 11   | 18   | 36   | 55       | 619  | 8    | 682  | 13       | 14   | 60   | 87   |
| % App. Total | 4.8      | 92.6 | 2.5  |      | 19.4     | 30.6 | 50   |      | 8.1      | 90.8 | 1.2  |      | 14.9     | 16.1 | 69   |      |
| PHF          | .639     | .880 | .750 | .893 | .438     | .688 | .750 | .750 | .859     | .944 | .500 | .942 | .813     | .583 | .682 | .725 |

Location: Corona  
 N/S: E Grand Boulevard  
 E/W: E 3rd Street



PEDESTRIANS

Date: 2/26/2026  
 Day: Thursday

|  |                | North Leg<br>E Grand Boulevard | East Leg<br>E 3rd Street | South Leg<br>E Grand Boulevard | West Leg<br>E 3rd Street |   |
|--|----------------|--------------------------------|--------------------------|--------------------------------|--------------------------|---|
|  |                | Pedestrians                    | Pedestrians              | Pedestrians                    | Pedestrians              |   |
|  | 6:30 AM        | 0                              | 0                        | 0                              | 0                        | 0 |
|  | 6:45 AM        | 0                              | 0                        | 0                              | 0                        | 0 |
|  | 7:00 AM        | 0                              | 0                        | 0                              | 0                        | 0 |
|  | 7:15 AM        | 0                              | 0                        | 0                              | 0                        | 0 |
|  | 7:30 AM        | 0                              | 0                        | 0                              | 0                        | 0 |
|  | 7:45 AM        | 0                              | 0                        | 0                              | 0                        | 0 |
|  | 8:00 AM        | 0                              | 0                        | 0                              | 0                        | 0 |
|  | 8:15 AM        | 0                              | 0                        | 0                              | 0                        | 0 |
|  | 8:30 AM        | 0                              | 0                        | 0                              | 0                        | 0 |
|  | 8:45 AM        | 0                              | 0                        | 0                              | 0                        | 0 |
|  | TOTAL VOLUMES: | 0                              | 0                        | 0                              | 0                        | 0 |

Date: 2/26/2026  
 Day: Thursday

|  |                | North Leg<br>E Grand Boulevard | East Leg<br>E 3rd Street | South Leg<br>E Grand Boulevard | West Leg<br>E 3rd Street |   |
|--|----------------|--------------------------------|--------------------------|--------------------------------|--------------------------|---|
|  |                | Pedestrians                    | Pedestrians              | Pedestrians                    | Pedestrians              |   |
|  | 4:00 PM        | 0                              | 0                        | 0                              | 0                        | 0 |
|  | 4:15 PM        | 0                              | 0                        | 0                              | 0                        | 0 |
|  | 4:30 PM        | 0                              | 0                        | 0                              | 0                        | 0 |
|  | 4:45 PM        | 0                              | 0                        | 0                              | 0                        | 0 |
|  | 5:00 PM        | 0                              | 0                        | 0                              | 0                        | 0 |
|  | 5:15 PM        | 0                              | 0                        | 0                              | 0                        | 0 |
|  | 5:30 PM        | 0                              | 0                        | 0                              | 0                        | 0 |
|  | 5:45 PM        | 0                              | 0                        | 0                              | 0                        | 0 |
|  | TOTAL VOLUMES: | 0                              | 0                        | 0                              | 0                        | 0 |

Date: 2/28/2026  
 Day: Saturday

|  |                | North Leg<br>E Grand Boulevard | East Leg<br>E 3rd Street | South Leg<br>E Grand Boulevard | West Leg<br>E 3rd Street |    |
|--|----------------|--------------------------------|--------------------------|--------------------------------|--------------------------|----|
|  |                | Pedestrians                    | Pedestrians              | Pedestrians                    | Pedestrians              |    |
|  | 12:00 PM       | 0                              | 0                        | 0                              | 2                        | 2  |
|  | 12:15 PM       | 0                              | 0                        | 0                              | 0                        | 0  |
|  | 12:30 PM       | 0                              | 1                        | 0                              | 0                        | 1  |
|  | 12:45 PM       | 1                              | 1                        | 0                              | 1                        | 3  |
|  | 1:00 PM        | 1                              | 1                        | 0                              | 1                        | 3  |
|  | 1:15 PM        | 0                              | 1                        | 0                              | 0                        | 1  |
|  | 1:30 PM        | 1                              | 1                        | 0                              | 1                        | 3  |
|  | 1:45 PM        | 0                              | 0                        | 0                              | 0                        | 0  |
|  | TOTAL VOLUMES: | 3                              | 5                        | 0                              | 5                        | 13 |

Location: Corona  
 N/S: E Grand Boulevard  
 E/W: E 3rd Street



BICYCLES

Date: 2/26/2026  
 Day: Thursday

|                | Southbound<br>E Grand Boulevard |      |       | Westbound<br>E 3rd Street |      |       | Northbound<br>E Grand Boulevard |      |       | Eastbound<br>E 3rd Street |      |       |    |
|----------------|---------------------------------|------|-------|---------------------------|------|-------|---------------------------------|------|-------|---------------------------|------|-------|----|
|                | Left                            | Thru | Right | Left                      | Thru | Right | Left                            | Thru | Right | Left                      | Thru | Right |    |
| 6:30 AM        | 0                               | 0    | 0     | 0                         | 0    | 0     | 0                               | 1    | 0     | 0                         | 0    | 0     | 1  |
| 6:45 AM        | 0                               | 0    | 0     | 0                         | 0    | 0     | 0                               | 1    | 0     | 0                         | 0    | 1     | 2  |
| 7:00 AM        | 0                               | 0    | 0     | 0                         | 0    | 0     | 0                               | 0    | 0     | 1                         | 1    | 0     | 2  |
| 7:15 AM        | 0                               | 0    | 0     | 0                         | 0    | 0     | 0                               | 3    | 0     | 0                         | 0    | 0     | 3  |
| 7:30 AM        | 0                               | 1    | 0     | 0                         | 0    | 0     | 0                               | 1    | 0     | 0                         | 0    | 0     | 2  |
| 7:45 AM        | 0                               | 1    | 0     | 0                         | 0    | 1     | 0                               | 2    | 0     | 0                         | 0    | 0     | 4  |
| 8:00 AM        | 0                               | 1    | 0     | 0                         | 0    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 1  |
| 8:15 AM        | 0                               | 0    | 0     | 0                         | 0    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 0  |
| 8:30 AM        | 0                               | 2    | 0     | 0                         | 0    | 0     | 0                               | 1    | 0     | 0                         | 0    | 0     | 3  |
| 8:45 AM        | 0                               | 1    | 0     | 0                         | 0    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 1  |
| TOTAL VOLUMES: | 0                               | 6    | 0     | 0                         | 0    | 1     | 0                               | 9    | 0     | 1                         | 1    | 1     | 19 |

Date: 2/26/2026  
 Day: Thursday

|                | Southbound<br>E Grand Boulevard |      |       | Westbound<br>E 3rd Street |      |       | Northbound<br>E Grand Boulevard |      |       | Eastbound<br>E 3rd Street |      |       |    |
|----------------|---------------------------------|------|-------|---------------------------|------|-------|---------------------------------|------|-------|---------------------------|------|-------|----|
|                | Left                            | Thru | Right | Left                      | Thru | Right | Left                            | Thru | Right | Left                      | Thru | Right |    |
| 4:00 PM        | 0                               | 1    | 0     | 0                         | 0    | 0     | 0                               | 2    | 0     | 0                         | 0    | 0     | 3  |
| 4:15 PM        | 0                               | 1    | 0     | 0                         | 0    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 1  |
| 4:30 PM        | 1                               | 1    | 0     | 0                         | 0    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 2  |
| 4:45 PM        | 0                               | 0    | 0     | 0                         | 0    | 1     | 0                               | 0    | 0     | 0                         | 1    | 0     | 2  |
| 5:00 PM        | 0                               | 2    | 0     | 0                         | 0    | 0     | 0                               | 1    | 0     | 0                         | 0    | 0     | 3  |
| 5:15 PM        | 0                               | 0    | 0     | 0                         | 0    | 1     | 0                               | 0    | 0     | 0                         | 0    | 0     | 1  |
| 5:30 PM        | 1                               | 0    | 0     | 0                         | 0    | 0     | 0                               | 2    | 1     | 0                         | 1    | 0     | 5  |
| 5:45 PM        | 0                               | 1    | 0     | 0                         | 0    | 0     | 0                               | 0    | 1     | 0                         | 0    | 0     | 2  |
| TOTAL VOLUMES: | 2                               | 6    | 0     | 0                         | 0    | 2     | 0                               | 5    | 2     | 0                         | 2    | 0     | 19 |

Date: 2/28/2026  
 Day: Saturday

|                | Southbound<br>E Grand Boulevard |      |       | Westbound<br>E 3rd Street |      |       | Northbound<br>E Grand Boulevard |      |       | Eastbound<br>E 3rd Street |      |       |    |
|----------------|---------------------------------|------|-------|---------------------------|------|-------|---------------------------------|------|-------|---------------------------|------|-------|----|
|                | Left                            | Thru | Right | Left                      | Thru | Right | Left                            | Thru | Right | Left                      | Thru | Right |    |
| 12:00 PM       | 1                               | 1    | 0     | 0                         | 0    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 2  |
| 12:15 PM       | 0                               | 0    | 0     | 0                         | 0    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 0  |
| 12:30 PM       | 0                               | 0    | 0     | 0                         | 0    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 0  |
| 12:45 PM       | 0                               | 0    | 0     | 0                         | 1    | 0     | 0                               | 0    | 0     | 1                         | 0    | 0     | 2  |
| 1:00 PM        | 3                               | 0    | 0     | 0                         | 0    | 0     | 0                               | 0    | 1     | 0                         | 0    | 0     | 4  |
| 1:15 PM        | 0                               | 1    | 0     | 0                         | 0    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 1  |
| 1:30 PM        | 0                               | 0    | 0     | 0                         | 0    | 0     | 0                               | 1    | 0     | 0                         | 0    | 0     | 1  |
| 1:45 PM        | 0                               | 1    | 0     | 0                         | 0    | 0     | 1                               | 0    | 0     | 0                         | 0    | 0     | 2  |
| TOTAL VOLUMES: | 4                               | 3    | 0     | 0                         | 1    | 0     | 1                               | 1    | 1     | 1                         | 0    | 0     | 12 |

City of Corona  
N/S: E Grand Boulevard  
E/W: Quarry Street  
Weather: Clear

File Name : 02\_COR\_E Gra\_Qua AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

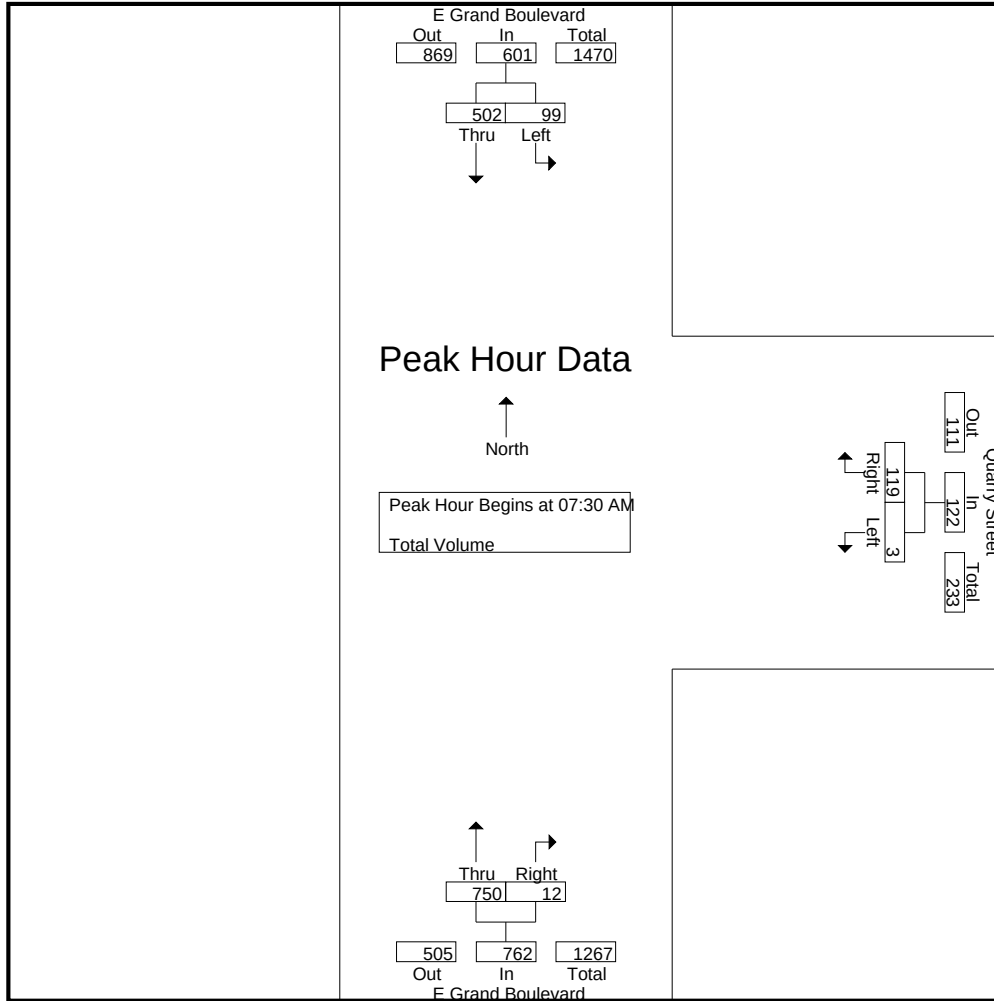
Groups Printed- Total Volume

|             | E Grand Boulevard<br>Southbound |      |            | Quarry Street<br>Westbound |       |            | E Grand Boulevard<br>Northbound |       |            |            |
|-------------|---------------------------------|------|------------|----------------------------|-------|------------|---------------------------------|-------|------------|------------|
| Start Time  | Left                            | Thru | App. Total | Left                       | Right | App. Total | Thru                            | Right | App. Total | Int. Total |
| 06:30 AM    | 2                               | 46   | 48         | 0                          | 16    | 16         | 97                              | 0     | 97         | 161        |
| 06:45 AM    | 16                              | 61   | 77         | 1                          | 21    | 22         | 112                             | 2     | 114        | 213        |
| Total       | 18                              | 107  | 125        | 1                          | 37    | 38         | 209                             | 2     | 211        | 374        |
| 07:00 AM    | 10                              | 50   | 60         | 0                          | 18    | 18         | 135                             | 2     | 137        | 215        |
| 07:15 AM    | 20                              | 112  | 132        | 1                          | 31    | 32         | 167                             | 1     | 168        | 332        |
| 07:30 AM    | 19                              | 119  | 138        | 0                          | 32    | 32         | 191                             | 4     | 195        | 365        |
| 07:45 AM    | 27                              | 134  | 161        | 1                          | 30    | 31         | 205                             | 1     | 206        | 398        |
| Total       | 76                              | 415  | 491        | 2                          | 111   | 113        | 698                             | 8     | 706        | 1310       |
| 08:00 AM    | 25                              | 137  | 162        | 1                          | 26    | 27         | 172                             | 5     | 177        | 366        |
| 08:15 AM    | 28                              | 112  | 140        | 1                          | 31    | 32         | 182                             | 2     | 184        | 356        |
| 08:30 AM    | 15                              | 96   | 111        | 1                          | 31    | 32         | 181                             | 5     | 186        | 329        |
| 08:45 AM    | 10                              | 91   | 101        | 4                          | 28    | 32         | 167                             | 9     | 176        | 309        |
| Total       | 78                              | 436  | 514        | 7                          | 116   | 123        | 702                             | 21    | 723        | 1360       |
| Grand Total | 172                             | 958  | 1130       | 10                         | 264   | 274        | 1609                            | 31    | 1640       | 3044       |
| Apprch %    | 15.2                            | 84.8 |            | 3.6                        | 96.4  |            | 98.1                            | 1.9   |            |            |
| Total %     | 5.7                             | 31.5 | 37.1       | 0.3                        | 8.7   | 9          | 52.9                            | 1     | 53.9       |            |

|                                                            | E Grand Boulevard<br>Southbound |            |            | Quarry Street<br>Westbound |           |            | E Grand Boulevard<br>Northbound |          |            |            |
|------------------------------------------------------------|---------------------------------|------------|------------|----------------------------|-----------|------------|---------------------------------|----------|------------|------------|
| Start Time                                                 | Left                            | Thru       | App. Total | Left                       | Right     | App. Total | Thru                            | Right    | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1 |                                 |            |            |                            |           |            |                                 |          |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                                 |            |            |                            |           |            |                                 |          |            |            |
| 07:30 AM                                                   | 19                              | 119        | 138        | 0                          | <b>32</b> | <b>32</b>  | 191                             | 4        | 195        | 365        |
| 07:45 AM                                                   | 27                              | 134        | 161        | <b>1</b>                   | 30        | 31         | <b>205</b>                      | 1        | <b>206</b> | <b>398</b> |
| 08:00 AM                                                   | 25                              | <b>137</b> | <b>162</b> | 1                          | 26        | 27         | 172                             | <b>5</b> | 177        | 366        |
| 08:15 AM                                                   | <b>28</b>                       | 112        | 140        | 1                          | 31        | 32         | 182                             | 2        | 184        | 356        |
| Total Volume                                               | 99                              | 502        | 601        | 3                          | 119       | 122        | 750                             | 12       | 762        | 1485       |
| % App. Total                                               | 16.5                            | 83.5       |            | 2.5                        | 97.5      |            | 98.4                            | 1.6      |            |            |
| PHF                                                        | .884                            | .916       | .927       | .750                       | .930      | .953       | .915                            | .600     | .925       | .933       |

City of Corona  
N/S: E Grand Boulevard  
E/W: Quarry Street  
Weather: Clear

File Name : 02\_COR\_E Gra\_Qua AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 07:30 AM |      |      | 08:00 AM |      |      | 07:30 AM |      |      |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins.     | 19       | 119  | 138  | 1        | 26   | 27   | 191      | 4    | 195  |
| +15 mins.    | 27       | 134  | 161  | 1        | 31   | 32   | 205      | 1    | 206  |
| +30 mins.    | 25       | 137  | 162  | 1        | 31   | 32   | 172      | 5    | 177  |
| +45 mins.    | 28       | 112  | 140  | 4        | 28   | 32   | 182      | 2    | 184  |
| Total Volume | 99       | 502  | 601  | 7        | 116  | 123  | 750      | 12   | 762  |
| % App. Total | 16.5     | 83.5 |      | 5.7      | 94.3 |      | 98.4     | 1.6  |      |
| PHF          | .884     | .916 | .927 | .438     | .935 | .961 | .915     | .600 | .925 |

City of Corona  
N/S: E Grand Boulevard  
E/W: Quarry Street  
Weather: Clear

File Name : 02\_COR\_E Gra\_Qua PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

Groups Printed- Total Volume

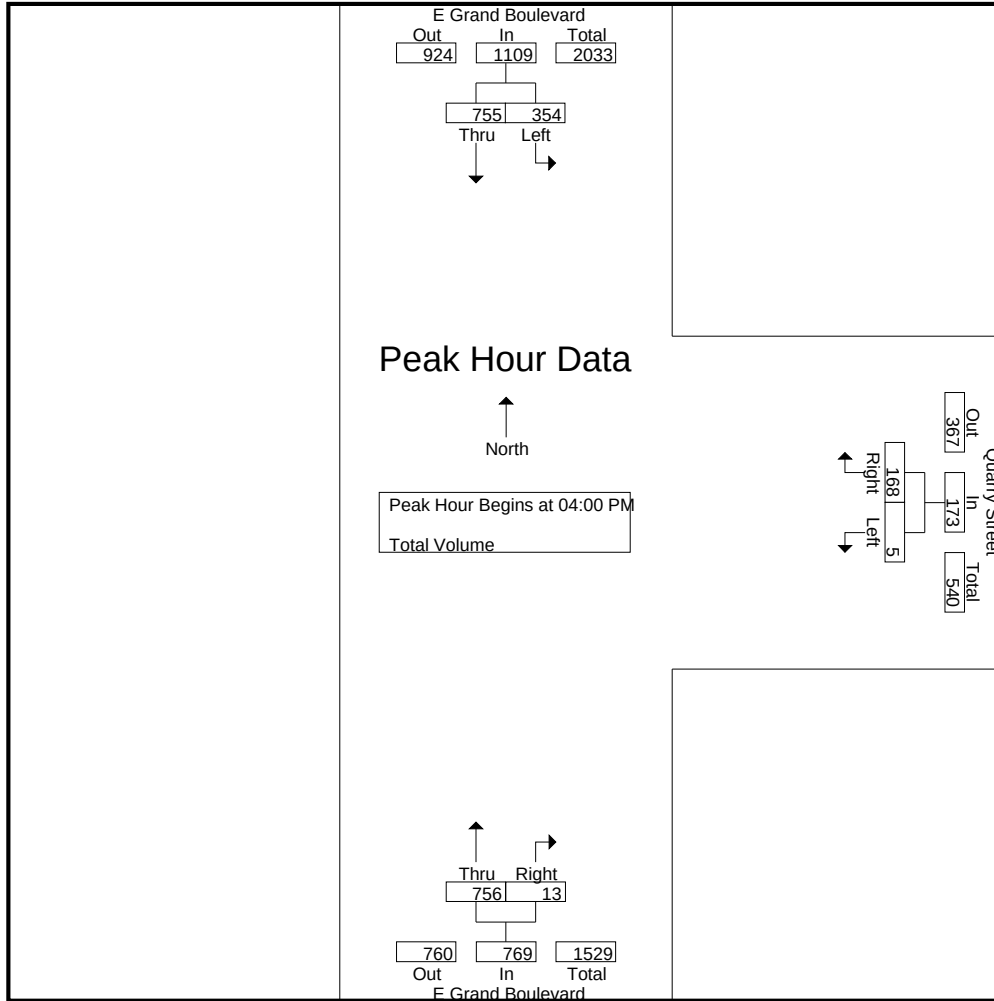
|             | E Grand Boulevard<br>Southbound |      |            | Quarry Street<br>Westbound |       |            | E Grand Boulevard<br>Northbound |       |            |            |
|-------------|---------------------------------|------|------------|----------------------------|-------|------------|---------------------------------|-------|------------|------------|
| Start Time  | Left                            | Thru | App. Total | Left                       | Right | App. Total | Thru                            | Right | App. Total | Int. Total |
| 04:00 PM    | 69                              | 203  | 272        | 0                          | 47    | 47         | 203                             | 4     | 207        | 526        |
| 04:15 PM    | 112                             | 195  | 307        | 2                          | 34    | 36         | 166                             | 2     | 168        | 511        |
| 04:30 PM    | 107                             | 161  | 268        | 0                          | 36    | 36         | 165                             | 4     | 169        | 473        |
| 04:45 PM    | 66                              | 196  | 262        | 3                          | 51    | 54         | 222                             | 3     | 225        | 541        |
| Total       | 354                             | 755  | 1109       | 5                          | 168   | 173        | 756                             | 13    | 769        | 2051       |
| 05:00 PM    | 75                              | 170  | 245        | 1                          | 37    | 38         | 189                             | 7     | 196        | 479        |
| 05:15 PM    | 69                              | 160  | 229        | 1                          | 34    | 35         | 181                             | 2     | 183        | 447        |
| 05:30 PM    | 46                              | 161  | 207        | 2                          | 28    | 30         | 161                             | 4     | 165        | 402        |
| 05:45 PM    | 70                              | 163  | 233        | 0                          | 32    | 32         | 128                             | 4     | 132        | 397        |
| Total       | 260                             | 654  | 914        | 4                          | 131   | 135        | 659                             | 17    | 676        | 1725       |
| Grand Total | 614                             | 1409 | 2023       | 9                          | 299   | 308        | 1415                            | 30    | 1445       | 3776       |
| Apprch %    | 30.4                            | 69.6 |            | 2.9                        | 97.1  |            | 97.9                            | 2.1   |            |            |
| Total %     | 16.3                            | 37.3 | 53.6       | 0.2                        | 7.9   | 8.2        | 37.5                            | 0.8   | 38.3       |            |

|                                                            | E Grand Boulevard<br>Southbound |            |            | Quarry Street<br>Westbound |           |            | E Grand Boulevard<br>Northbound |          |            |            |
|------------------------------------------------------------|---------------------------------|------------|------------|----------------------------|-----------|------------|---------------------------------|----------|------------|------------|
| Start Time                                                 | Left                            | Thru       | App. Total | Left                       | Right     | App. Total | Thru                            | Right    | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                                 |            |            |                            |           |            |                                 |          |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |                                 |            |            |                            |           |            |                                 |          |            |            |
| 04:00 PM                                                   | 69                              | <b>203</b> | 272        | 0                          | 47        | 47         | 203                             | <b>4</b> | 207        | 526        |
| 04:15 PM                                                   | <b>112</b>                      | 195        | <b>307</b> | 2                          | 34        | 36         | 166                             | 2        | 168        | 511        |
| 04:30 PM                                                   | 107                             | 161        | 268        | 0                          | 36        | 36         | 165                             | 4        | 169        | 473        |
| 04:45 PM                                                   | 66                              | 196        | 262        | <b>3</b>                   | <b>51</b> | <b>54</b>  | <b>222</b>                      | <b>3</b> | <b>225</b> | <b>541</b> |
| Total Volume                                               | 354                             | 755        | 1109       | 5                          | 168       | 173        | 756                             | 13       | 769        | 2051       |
| % App. Total                                               | 31.9                            | 68.1       |            | 2.9                        | 97.1      |            | 98.3                            | 1.7      |            |            |
| PHF                                                        | .790                            | .930       | .903       | .417                       | .824      | .801       | .851                            | .813     | .854       | .948       |



City of Corona  
N/S: E Grand Boulevard  
E/W: Quarry Street  
Weather: Clear

File Name : 02\_COR\_E Gra\_Qua PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



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

|              | 04:00 PM   |            |            | 04:00 PM |           |           | 04:30 PM   |          |            |
|--------------|------------|------------|------------|----------|-----------|-----------|------------|----------|------------|
| +0 mins.     | 69         | <b>203</b> | 272        | 0        | 47        | 47        | 165        | 4        | 169        |
| +15 mins.    | <b>112</b> | 195        | <b>307</b> | 2        | 34        | 36        | <b>222</b> | 3        | <b>225</b> |
| +30 mins.    | 107        | 161        | 268        | 0        | 36        | 36        | 189        | <b>7</b> | 196        |
| +45 mins.    | 66         | 196        | 262        | <b>3</b> | <b>51</b> | <b>54</b> | 181        | 2        | 183        |
| Total Volume | 354        | 755        | 1109       | 5        | 168       | 173       | 757        | 16       | 773        |
| % App. Total | 31.9       | 68.1       |            | 2.9      | 97.1      |           | 97.9       | 2.1      |            |
| PHF          | .790       | .930       | .903       | .417     | .824      | .801      | .852       | .571     | .859       |

City of Corona  
N/S: E Grand Boulevard  
E/W: Quarry Street  
Weather: Clear

File Name : 02\_COR\_E Gra\_Qua SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 1

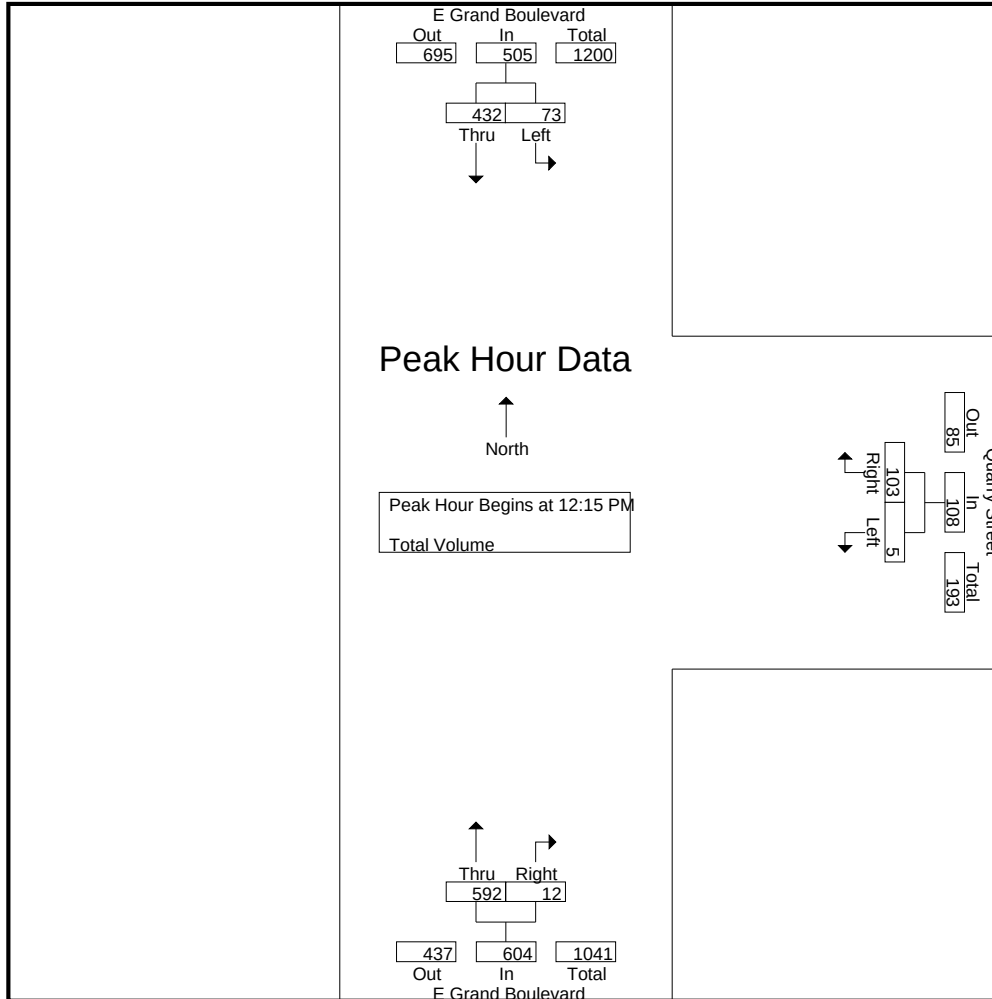
Groups Printed- Total Volume

|             | E Grand Boulevard<br>Southbound |      |            | Quarry Street<br>Westbound |       |            | E Grand Boulevard<br>Northbound |       |            |            |
|-------------|---------------------------------|------|------------|----------------------------|-------|------------|---------------------------------|-------|------------|------------|
| Start Time  | Left                            | Thru | App. Total | Left                       | Right | App. Total | Thru                            | Right | App. Total | Int. Total |
| 12:00 PM    | 20                              | 114  | 134        | 1                          | 20    | 21         | 139                             | 2     | 141        | 296        |
| 12:15 PM    | 12                              | 105  | 117        | 0                          | 27    | 27         | 130                             | 3     | 133        | 277        |
| 12:30 PM    | 19                              | 101  | 120        | 1                          | 25    | 26         | 146                             | 2     | 148        | 294        |
| 12:45 PM    | 13                              | 105  | 118        | 2                          | 28    | 30         | 160                             | 5     | 165        | 313        |
| Total       | 64                              | 425  | 489        | 4                          | 100   | 104        | 575                             | 12    | 587        | 1180       |
| 01:00 PM    | 29                              | 121  | 150        | 2                          | 23    | 25         | 156                             | 2     | 158        | 333        |
| 01:15 PM    | 20                              | 93   | 113        | 2                          | 22    | 24         | 131                             | 7     | 138        | 275        |
| 01:30 PM    | 12                              | 115  | 127        | 1                          | 25    | 26         | 136                             | 5     | 141        | 294        |
| 01:45 PM    | 15                              | 96   | 111        | 2                          | 21    | 23         | 152                             | 6     | 158        | 292        |
| Total       | 76                              | 425  | 501        | 7                          | 91    | 98         | 575                             | 20    | 595        | 1194       |
| Grand Total | 140                             | 850  | 990        | 11                         | 191   | 202        | 1150                            | 32    | 1182       | 2374       |
| Apprch %    | 14.1                            | 85.9 |            | 5.4                        | 94.6  |            | 97.3                            | 2.7   |            |            |
| Total %     | 5.9                             | 35.8 | 41.7       | 0.5                        | 8     | 8.5        | 48.4                            | 1.3   | 49.8       |            |

|                                                            | E Grand Boulevard<br>Southbound |      |            | Quarry Street<br>Westbound |       |            | E Grand Boulevard<br>Northbound |       |            |            |
|------------------------------------------------------------|---------------------------------|------|------------|----------------------------|-------|------------|---------------------------------|-------|------------|------------|
| Start Time                                                 | Left                            | Thru | App. Total | Left                       | Right | App. Total | Thru                            | Right | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1 |                                 |      |            |                            |       |            |                                 |       |            |            |
| Peak Hour for Entire Intersection Begins at 12:15 PM       |                                 |      |            |                            |       |            |                                 |       |            |            |
| 12:15 PM                                                   | 12                              | 105  | 117        | 0                          | 27    | 27         | 130                             | 3     | 133        | 277        |
| 12:30 PM                                                   | 19                              | 101  | 120        | 1                          | 25    | 26         | 146                             | 2     | 148        | 294        |
| 12:45 PM                                                   | 13                              | 105  | 118        | 2                          | 28    | 30         | 160                             | 5     | 165        | 313        |
| 01:00 PM                                                   | 29                              | 121  | 150        | 2                          | 23    | 25         | 156                             | 2     | 158        | 333        |
| Total Volume                                               | 73                              | 432  | 505        | 5                          | 103   | 108        | 592                             | 12    | 604        | 1217       |
| % App. Total                                               | 14.5                            | 85.5 |            | 4.6                        | 95.4  |            | 98                              | 2     |            |            |
| PHF                                                        | .629                            | .893 | .842       | .625                       | .920  | .900       | .925                            | .600  | .915       | .914       |

City of Corona  
N/S: E Grand Boulevard  
E/W: Quarry Street  
Weather: Clear

File Name : 02\_COR\_E Gra\_Qua SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 12:45 PM  |            |            | 12:15 PM |           |           | 12:30 PM   |          |            |
|--------------|-----------|------------|------------|----------|-----------|-----------|------------|----------|------------|
| +0 mins.     | 13        | 105        | 118        | 0        | 27        | 27        | 146        | 2        | 148        |
| +15 mins.    | <b>29</b> | <b>121</b> | <b>150</b> | 1        | 25        | 26        | <b>160</b> | 5        | <b>165</b> |
| +30 mins.    | 20        | 93         | 113        | <b>2</b> | <b>28</b> | <b>30</b> | 156        | 2        | 158        |
| +45 mins.    | 12        | 115        | 127        | 2        | 23        | 25        | 131        | <b>7</b> | 138        |
| Total Volume | 74        | 434        | 508        | 5        | 103       | 108       | 593        | 16       | 609        |
| % App. Total | 14.6      | 85.4       |            | 4.6      | 95.4      |           | 97.4       | 2.6      |            |
| PHF          | .638      | .897       | .847       | .625     | .920      | .900      | .927       | .571     | .923       |

Location: Corona  
N/S: E Grand Boulevard  
E/W: Quarry Street



PEDESTRIANS

Date: 2/26/2026  
Day: Thursday

|                |  | North Leg<br>E Grand Boulevard | East Leg<br>Quarry Street | South Leg<br>E Grand Boulevard | West Leg<br>Quarry Street |   |
|----------------|--|--------------------------------|---------------------------|--------------------------------|---------------------------|---|
|                |  | Pedestrians                    | Pedestrians               | Pedestrians                    | Pedestrians               |   |
| 6:30 AM        |  | 0                              | 0                         | 0                              | 0                         | 0 |
| 6:45 AM        |  | 0                              | 0                         | 0                              | 0                         | 0 |
| 7:00 AM        |  | 0                              | 0                         | 0                              | 0                         | 0 |
| 7:15 AM        |  | 0                              | 0                         | 0                              | 0                         | 0 |
| 7:30 AM        |  | 0                              | 0                         | 0                              | 0                         | 0 |
| 7:45 AM        |  | 0                              | 0                         | 0                              | 0                         | 0 |
| 8:00 AM        |  | 0                              | 0                         | 0                              | 0                         | 0 |
| 8:15 AM        |  | 0                              | 0                         | 0                              | 0                         | 0 |
| 8:30 AM        |  | 0                              | 0                         | 0                              | 0                         | 0 |
| 8:45 AM        |  | 0                              | 0                         | 0                              | 0                         | 0 |
| TOTAL VOLUMES: |  | 0                              | 0                         | 0                              | 0                         | 0 |

Date: 2/26/2026  
Day: Thursday

|                |  | North Leg<br>E Grand Boulevard | East Leg<br>Quarry Street | South Leg<br>E Grand Boulevard | West Leg<br>Quarry Street |   |
|----------------|--|--------------------------------|---------------------------|--------------------------------|---------------------------|---|
|                |  | Pedestrians                    | Pedestrians               | Pedestrians                    | Pedestrians               |   |
| 4:00 PM        |  | 0                              | 0                         | 0                              | 0                         | 0 |
| 4:15 PM        |  | 0                              | 0                         | 0                              | 0                         | 0 |
| 4:30 PM        |  | 0                              | 0                         | 0                              | 0                         | 0 |
| 4:45 PM        |  | 0                              | 0                         | 0                              | 0                         | 0 |
| 5:00 PM        |  | 0                              | 0                         | 0                              | 0                         | 0 |
| 5:15 PM        |  | 0                              | 0                         | 0                              | 0                         | 0 |
| 5:30 PM        |  | 0                              | 0                         | 0                              | 0                         | 0 |
| 5:45 PM        |  | 0                              | 0                         | 0                              | 0                         | 0 |
| TOTAL VOLUMES: |  | 0                              | 0                         | 0                              | 0                         | 0 |

Date: 2/28/2026  
Day: Saturday

|                |  | North Leg<br>E Grand Boulevard | East Leg<br>Quarry Street | South Leg<br>E Grand Boulevard | West Leg<br>Quarry Street |   |
|----------------|--|--------------------------------|---------------------------|--------------------------------|---------------------------|---|
|                |  | Pedestrians                    | Pedestrians               | Pedestrians                    | Pedestrians               |   |
| 12:00 PM       |  | 0                              | 0                         | 0                              | 0                         | 0 |
| 12:15 PM       |  | 0                              | 0                         | 0                              | 0                         | 0 |
| 12:30 PM       |  | 0                              | 0                         | 0                              | 0                         | 0 |
| 12:45 PM       |  | 0                              | 0                         | 0                              | 0                         | 0 |
| 1:00 PM        |  | 0                              | 0                         | 0                              | 0                         | 0 |
| 1:15 PM        |  | 0                              | 0                         | 0                              | 0                         | 0 |
| 1:30 PM        |  | 0                              | 0                         | 0                              | 0                         | 0 |
| 1:45 PM        |  | 0                              | 0                         | 0                              | 0                         | 0 |
| TOTAL VOLUMES: |  | 0                              | 0                         | 0                              | 0                         | 0 |

Location: Corona  
 N/S: E Grand Boulevard  
 E/W: Quarry Street



**BICYCLES**

Date: 2/26/2026  
 Day: Thursday

|                | Southbound<br>E Grand Boulevard |      |       | Westbound<br>Quarry Street |      |       | Northbound<br>E Grand Boulevard |      |       | Eastbound<br>Quarry Street |      |       |   |
|----------------|---------------------------------|------|-------|----------------------------|------|-------|---------------------------------|------|-------|----------------------------|------|-------|---|
|                | Left                            | Thru | Right | Left                       | Thru | Right | Left                            | Thru | Right | Left                       | Thru | Right |   |
| 6:30 AM        | 0                               | 0    | 0     | 0                          | 0    | 0     | 0                               | 1    | 0     | 0                          | 0    | 0     | 1 |
| 6:45 AM        | 0                               | 0    | 0     | 0                          | 0    | 1     | 0                               | 0    | 0     | 0                          | 0    | 0     | 1 |
| 7:00 AM        | 0                               | 0    | 0     | 0                          | 0    | 0     | 0                               | 0    | 0     | 0                          | 0    | 0     | 0 |
| 7:15 AM        | 0                               | 0    | 0     | 0                          | 0    | 0     | 0                               | 1    | 0     | 0                          | 0    | 0     | 1 |
| 7:30 AM        | 1                               | 0    | 0     | 0                          | 0    | 0     | 0                               | 0    | 0     | 0                          | 0    | 0     | 1 |
| 7:45 AM        | 0                               | 1    | 0     | 0                          | 0    | 1     | 0                               | 1    | 0     | 0                          | 0    | 0     | 3 |
| 8:00 AM        | 0                               | 1    | 0     | 0                          | 0    | 0     | 0                               | 0    | 0     | 0                          | 0    | 0     | 1 |
| 8:15 AM        | 0                               | 0    | 0     | 0                          | 0    | 0     | 0                               | 0    | 0     | 0                          | 0    | 0     | 0 |
| 8:30 AM        | 0                               | 0    | 0     | 0                          | 0    | 1     | 0                               | 0    | 0     | 0                          | 0    | 0     | 1 |
| 8:45 AM        | 0                               | 0    | 0     | 0                          | 0    | 0     | 0                               | 0    | 0     | 0                          | 0    | 0     | 0 |
| TOTAL VOLUMES: | 1                               | 2    | 0     | 0                          | 0    | 3     | 0                               | 3    | 0     | 0                          | 0    | 0     | 9 |

Date: 2/26/2026  
 Day: Thursday

|                | Southbound<br>E Grand Boulevard |      |       | Westbound<br>Quarry Street |      |       | Northbound<br>E Grand Boulevard |      |       | Eastbound<br>Quarry Street |      |       |    |
|----------------|---------------------------------|------|-------|----------------------------|------|-------|---------------------------------|------|-------|----------------------------|------|-------|----|
|                | Left                            | Thru | Right | Left                       | Thru | Right | Left                            | Thru | Right | Left                       | Thru | Right |    |
| 4:00 PM        | 0                               | 1    | 0     | 0                          | 0    | 1     | 0                               | 0    | 0     | 0                          | 0    | 0     | 2  |
| 4:15 PM        | 0                               | 1    | 0     | 0                          | 0    | 0     | 0                               | 0    | 0     | 0                          | 0    | 0     | 1  |
| 4:30 PM        | 0                               | 1    | 0     | 0                          | 0    | 0     | 0                               | 0    | 0     | 0                          | 0    | 0     | 1  |
| 4:45 PM        | 0                               | 0    | 0     | 0                          | 0    | 0     | 0                               | 0    | 0     | 0                          | 0    | 0     | 0  |
| 5:00 PM        | 0                               | 3    | 0     | 0                          | 0    | 0     | 0                               | 1    | 0     | 0                          | 0    | 0     | 4  |
| 5:15 PM        | 0                               | 0    | 0     | 0                          | 0    | 0     | 0                               | 0    | 0     | 0                          | 0    | 0     | 0  |
| 5:30 PM        | 0                               | 0    | 0     | 0                          | 0    | 0     | 0                               | 2    | 0     | 0                          | 0    | 0     | 2  |
| 5:45 PM        | 0                               | 0    | 0     | 0                          | 0    | 0     | 0                               | 0    | 0     | 0                          | 0    | 0     | 0  |
| TOTAL VOLUMES: | 0                               | 6    | 0     | 0                          | 0    | 1     | 0                               | 3    | 0     | 0                          | 0    | 0     | 10 |

Date: 2/28/2026  
 Day: Saturday

|                | Southbound<br>E Grand Boulevard |      |       | Westbound<br>Quarry Street |      |       | Northbound<br>E Grand Boulevard |      |       | Eastbound<br>Quarry Street |      |       |   |
|----------------|---------------------------------|------|-------|----------------------------|------|-------|---------------------------------|------|-------|----------------------------|------|-------|---|
|                | Left                            | Thru | Right | Left                       | Thru | Right | Left                            | Thru | Right | Left                       | Thru | Right |   |
| 12:00 PM       | 0                               | 0    | 0     | 0                          | 0    | 0     | 0                               | 0    | 0     | 0                          | 0    | 0     | 0 |
| 12:15 PM       | 0                               | 0    | 0     | 0                          | 0    | 0     | 0                               | 0    | 0     | 0                          | 0    | 0     | 0 |
| 12:30 PM       | 0                               | 0    | 0     | 0                          | 0    | 0     | 0                               | 0    | 0     | 0                          | 0    | 0     | 0 |
| 12:45 PM       | 0                               | 0    | 0     | 0                          | 0    | 0     | 0                               | 0    | 0     | 0                          | 0    | 0     | 0 |
| 1:00 PM        | 0                               | 0    | 0     | 0                          | 0    | 0     | 0                               | 0    | 0     | 0                          | 0    | 0     | 0 |
| 1:15 PM        | 0                               | 1    | 0     | 0                          | 0    | 0     | 0                               | 0    | 0     | 0                          | 0    | 0     | 1 |
| 1:30 PM        | 0                               | 0    | 0     | 0                          | 0    | 0     | 0                               | 1    | 0     | 0                          | 0    | 0     | 1 |
| 1:45 PM        | 0                               | 2    | 0     | 0                          | 0    | 1     | 0                               | 0    | 0     | 0                          | 0    | 0     | 3 |
| TOTAL VOLUMES: | 0                               | 3    | 0     | 0                          | 0    | 1     | 0                               | 1    | 0     | 0                          | 0    | 0     | 5 |

City of Corona  
N/S: West Park Driveway  
E/W: Quarry Street  
Weather: Clear

File Name : 03\_COR\_W PDW\_Qua AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

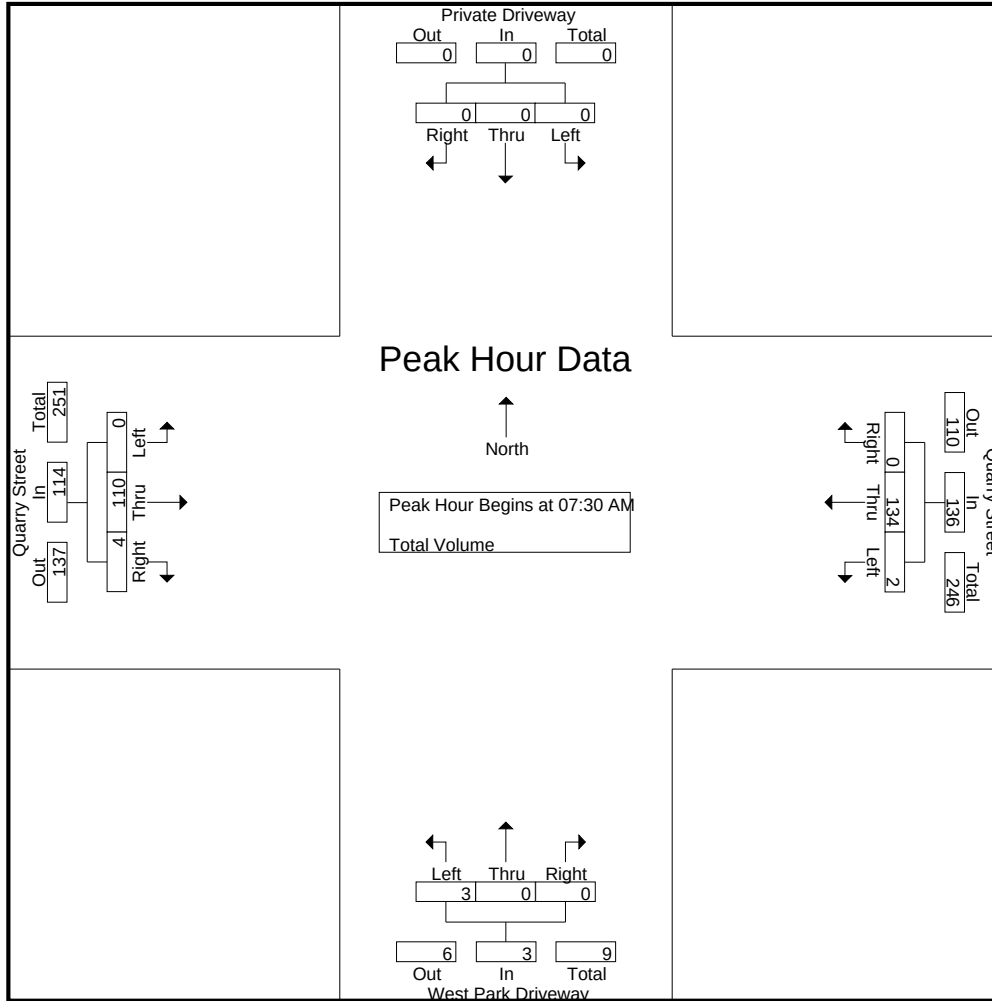
Groups Printed- Total Volume

|             | Private Driveway<br>Southbound |      |       |            | Quarry Street<br>Westbound |      |       |            | West Park Driveway<br>Northbound |      |       |            | Quarry Street<br>Eastbound |      |       |            |            |
|-------------|--------------------------------|------|-------|------------|----------------------------|------|-------|------------|----------------------------------|------|-------|------------|----------------------------|------|-------|------------|------------|
| Start Time  | Left                           | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Left                             | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Int. Total |
| 06:30 AM    | 0                              | 0    | 0     | 0          | 0                          | 15   | 0     | 15         | 0                                | 0    | 0     | 0          | 0                          | 5    | 0     | 5          | 20         |
| 06:45 AM    | 0                              | 0    | 0     | 0          | 0                          | 20   | 0     | 20         | 0                                | 0    | 1     | 1          | 0                          | 15   | 0     | 15         | 36         |
| Total       | 0                              | 0    | 0     | 0          | 0                          | 35   | 0     | 35         | 0                                | 0    | 1     | 1          | 0                          | 20   | 0     | 20         | 56         |
| 07:00 AM    | 0                              | 0    | 0     | 0          | 1                          | 21   | 0     | 22         | 0                                | 0    | 0     | 0          | 0                          | 11   | 0     | 11         | 33         |
| 07:15 AM    | 0                              | 1    | 0     | 1          | 0                          | 31   | 0     | 31         | 0                                | 0    | 0     | 0          | 0                          | 17   | 0     | 17         | 49         |
| 07:30 AM    | 0                              | 0    | 0     | 0          | 0                          | 35   | 0     | 35         | 0                                | 0    | 0     | 0          | 0                          | 23   | 1     | 24         | 59         |
| 07:45 AM    | 0                              | 0    | 0     | 0          | 0                          | 37   | 0     | 37         | 2                                | 0    | 0     | 2          | 0                          | 32   | 1     | 33         | 72         |
| Total       | 0                              | 1    | 0     | 1          | 1                          | 124  | 0     | 125        | 2                                | 0    | 0     | 2          | 0                          | 83   | 2     | 85         | 213        |
| 08:00 AM    | 0                              | 0    | 0     | 0          | 2                          | 31   | 0     | 33         | 0                                | 0    | 0     | 0          | 0                          | 26   | 2     | 28         | 61         |
| 08:15 AM    | 0                              | 0    | 0     | 0          | 0                          | 31   | 0     | 31         | 1                                | 0    | 0     | 1          | 0                          | 29   | 0     | 29         | 61         |
| 08:30 AM    | 0                              | 0    | 0     | 0          | 0                          | 32   | 0     | 32         | 1                                | 0    | 1     | 2          | 0                          | 20   | 2     | 22         | 56         |
| 08:45 AM    | 0                              | 0    | 0     | 0          | 1                          | 30   | 0     | 31         | 2                                | 0    | 1     | 3          | 0                          | 14   | 0     | 14         | 48         |
| Total       | 0                              | 0    | 0     | 0          | 3                          | 124  | 0     | 127        | 4                                | 0    | 2     | 6          | 0                          | 89   | 4     | 93         | 226        |
| Grand Total | 0                              | 1    | 0     | 1          | 4                          | 283  | 0     | 287        | 6                                | 0    | 3     | 9          | 0                          | 192  | 6     | 198        | 495        |
| Apprch %    | 0                              | 100  | 0     |            | 1.4                        | 98.6 | 0     |            | 66.7                             | 0    | 33.3  |            | 0                          | 97   | 3     |            |            |
| Total %     | 0                              | 0.2  | 0     | 0.2        | 0.8                        | 57.2 | 0     | 58         | 1.2                              | 0    | 0.6   | 1.8        | 0                          | 38.8 | 1.2   | 40         |            |

|                                                            | Private Driveway<br>Southbound |      |       |            | Quarry Street<br>Westbound |      |       |            | West Park Driveway<br>Northbound |      |       |            | Quarry Street<br>Eastbound |      |       |            |            |
|------------------------------------------------------------|--------------------------------|------|-------|------------|----------------------------|------|-------|------------|----------------------------------|------|-------|------------|----------------------------|------|-------|------------|------------|
| Start Time                                                 | Left                           | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Left                             | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1 |                                |      |       |            |                            |      |       |            |                                  |      |       |            |                            |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                                |      |       |            |                            |      |       |            |                                  |      |       |            |                            |      |       |            |            |
| 07:30 AM                                                   | 0                              | 0    | 0     | 0          | 0                          | 35   | 0     | 35         | 0                                | 0    | 0     | 0          | 0                          | 23   | 1     | 24         | 59         |
| 07:45 AM                                                   | 0                              | 0    | 0     | 0          | 0                          | 37   | 0     | 37         | 2                                | 0    | 0     | 2          | 0                          | 32   | 1     | 33         | 72         |
| 08:00 AM                                                   | 0                              | 0    | 0     | 0          | 2                          | 31   | 0     | 33         | 0                                | 0    | 0     | 0          | 0                          | 26   | 2     | 28         | 61         |
| 08:15 AM                                                   | 0                              | 0    | 0     | 0          | 0                          | 31   | 0     | 31         | 1                                | 0    | 0     | 1          | 0                          | 29   | 0     | 29         | 61         |
| Total Volume                                               | 0                              | 0    | 0     | 0          | 2                          | 134  | 0     | 136        | 3                                | 0    | 0     | 3          | 0                          | 110  | 4     | 114        | 253        |
| % App. Total                                               | 0                              | 0    | 0     |            | 1.5                        | 98.5 | 0     |            | 100                              | 0    | 0     |            | 0                          | 96.5 | 3.5   |            |            |
| PHF                                                        | .000                           | .000 | .000  | .000       | .250                       | .905 | .000  | .919       | .375                             | .000 | .000  | .375       | .000                       | .859 | .500  | .864       | .878       |

City of Corona  
N/S: West Park Driveway  
E/W: Quarry Street  
Weather: Clear

File Name : 03\_COR\_W PDW\_Qua AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 06:30 AM |      |      |      | 07:15 AM |      |      |      | 08:00 AM |      |      |      | 07:30 AM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 0        | 0    | 0    | 0    | 0        | 31   | 0    | 31   | 0        | 0    | 0    | 0    | 0        | 23   | 1    | 24   |
| +15 mins.    | 0        | 0    | 0    | 0    | 0        | 35   | 0    | 35   | 1        | 0    | 0    | 1    | 0        | 32   | 1    | 33   |
| +30 mins.    | 0        | 0    | 0    | 0    | 0        | 37   | 0    | 37   | 1        | 0    | 1    | 2    | 0        | 26   | 2    | 28   |
| +45 mins.    | 0        | 1    | 0    | 1    | 2        | 31   | 0    | 33   | 2        | 0    | 1    | 3    | 0        | 29   | 0    | 29   |
| Total Volume | 0        | 1    | 0    | 1    | 2        | 134  | 0    | 136  | 4        | 0    | 2    | 6    | 0        | 110  | 4    | 114  |
| % App. Total | 0        | 100  | 0    |      | 1.5      | 98.5 | 0    |      | 66.7     | 0    | 33.3 |      | 0        | 96.5 | 3.5  |      |
| PHF          | .000     | .250 | .000 | .250 | .250     | .905 | .000 | .919 | .500     | .000 | .500 | .500 | .000     | .859 | .500 | .864 |

City of Corona  
N/S: West Park Driveway  
E/W: Quarry Street  
Weather: Clear

File Name : 03\_COR\_W PDW\_Qua PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

Groups Printed- Total Volume

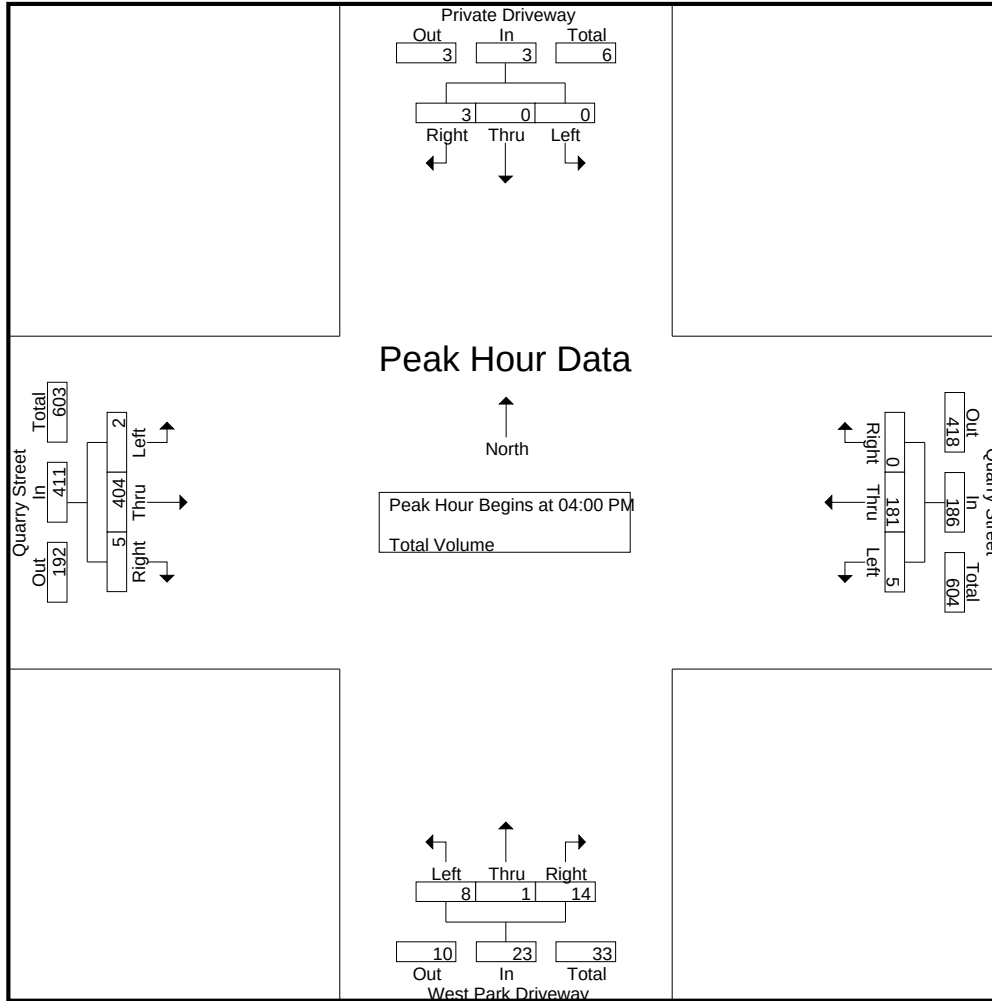
|             | Private Driveway<br>Southbound |      |       |            | Quarry Street<br>Westbound |      |       |            | West Park Driveway<br>Northbound |      |       |            | Quarry Street<br>Eastbound |      |       |            |            |
|-------------|--------------------------------|------|-------|------------|----------------------------|------|-------|------------|----------------------------------|------|-------|------------|----------------------------|------|-------|------------|------------|
| Start Time  | Left                           | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Left                             | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Int. Total |
| 04:00 PM    | 0                              | 0    | 1     | 1          | 0                          | 53   | 0     | 53         | 1                                | 0    | 3     | 4          | 1                          | 78   | 1     | 80         | 138        |
| 04:15 PM    | 0                              | 0    | 2     | 2          | 0                          | 38   | 0     | 38         | 0                                | 0    | 1     | 1          | 0                          | 121  | 2     | 123        | 164        |
| 04:30 PM    | 0                              | 0    | 0     | 0          | 1                          | 34   | 0     | 35         | 0                                | 1    | 3     | 4          | 0                          | 124  | 1     | 125        | 164        |
| 04:45 PM    | 0                              | 0    | 0     | 0          | 4                          | 56   | 0     | 60         | 7                                | 0    | 7     | 14         | 1                          | 81   | 1     | 83         | 157        |
| Total       | 0                              | 0    | 3     | 3          | 5                          | 181  | 0     | 186        | 8                                | 1    | 14    | 23         | 2                          | 404  | 5     | 411        | 623        |
| 05:00 PM    | 0                              | 0    | 0     | 0          | 0                          | 45   | 0     | 45         | 4                                | 0    | 2     | 6          | 0                          | 84   | 1     | 85         | 136        |
| 05:15 PM    | 0                              | 0    | 1     | 1          | 2                          | 38   | 0     | 40         | 1                                | 0    | 3     | 4          | 0                          | 69   | 6     | 75         | 120        |
| 05:30 PM    | 0                              | 0    | 0     | 0          | 0                          | 29   | 0     | 29         | 4                                | 0    | 2     | 6          | 0                          | 46   | 3     | 49         | 84         |
| 05:45 PM    | 0                              | 0    | 0     | 0          | 2                          | 34   | 0     | 36         | 1                                | 0    | 1     | 2          | 0                          | 74   | 4     | 78         | 116        |
| Total       | 0                              | 0    | 1     | 1          | 4                          | 146  | 0     | 150        | 10                               | 0    | 8     | 18         | 0                          | 273  | 14    | 287        | 456        |
| Grand Total | 0                              | 0    | 4     | 4          | 9                          | 327  | 0     | 336        | 18                               | 1    | 22    | 41         | 2                          | 677  | 19    | 698        | 1079       |
| Apprch %    | 0                              | 0    | 100   |            | 2.7                        | 97.3 | 0     |            | 43.9                             | 2.4  | 53.7  |            | 0.3                        | 97   | 2.7   |            |            |
| Total %     | 0                              | 0    | 0.4   | 0.4        | 0.8                        | 30.3 | 0     | 31.1       | 1.7                              | 0.1  | 2     | 3.8        | 0.2                        | 62.7 | 1.8   | 64.7       |            |

|                                                            | Private Driveway<br>Southbound |      |       |            | Quarry Street<br>Westbound |      |       |            | West Park Driveway<br>Northbound |      |       |            | Quarry Street<br>Eastbound |      |       |            |            |
|------------------------------------------------------------|--------------------------------|------|-------|------------|----------------------------|------|-------|------------|----------------------------------|------|-------|------------|----------------------------|------|-------|------------|------------|
| Start Time                                                 | Left                           | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Left                             | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                                |      |       |            |                            |      |       |            |                                  |      |       |            |                            |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |                                |      |       |            |                            |      |       |            |                                  |      |       |            |                            |      |       |            |            |
| 04:00 PM                                                   | 0                              | 0    | 1     | 1          | 0                          | 53   | 0     | 53         | 1                                | 0    | 3     | 4          | 1                          | 78   | 1     | 80         | 138        |
| 04:15 PM                                                   | 0                              | 0    | 2     | 2          | 0                          | 38   | 0     | 38         | 0                                | 0    | 1     | 1          | 0                          | 121  | 2     | 123        | 164        |
| 04:30 PM                                                   | 0                              | 0    | 0     | 0          | 1                          | 34   | 0     | 35         | 0                                | 1    | 3     | 4          | 0                          | 124  | 1     | 125        | 164        |
| 04:45 PM                                                   | 0                              | 0    | 0     | 0          | 4                          | 56   | 0     | 60         | 7                                | 0    | 7     | 14         | 1                          | 81   | 1     | 83         | 157        |
| Total Volume                                               | 0                              | 0    | 3     | 3          | 5                          | 181  | 0     | 186        | 8                                | 1    | 14    | 23         | 2                          | 404  | 5     | 411        | 623        |
| % App. Total                                               | 0                              | 0    | 100   |            | 2.7                        | 97.3 | 0     |            | 34.8                             | 4.3  | 60.9  |            | 0.5                        | 98.3 | 1.2   |            |            |
| PHF                                                        | .000                           | .000 | .375  | .375       | .313                       | .808 | .000  | .775       | .286                             | .250 | .500  | .411       | .500                       | .815 | .625  | .822       | .950       |



City of Corona  
N/S: West Park Driveway  
E/W: Quarry Street  
Weather: Clear

File Name : 03\_COR\_W PDW\_Qua PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



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

|              | 04:00 PM |      |      |      | 04:00 PM |      |      |      | 04:45 PM |      |      |      | 04:15 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 0        | 0    | 1    | 1    | 0        | 53   | 0    | 53   | 7        | 0    | 7    | 14   | 0        | 121  | 2    | 123  |
| +15 mins.    | 0        | 0    | 2    | 2    | 0        | 38   | 0    | 38   | 4        | 0    | 2    | 6    | 0        | 124  | 1    | 125  |
| +30 mins.    | 0        | 0    | 0    | 0    | 1        | 34   | 0    | 35   | 1        | 0    | 3    | 4    | 1        | 81   | 1    | 83   |
| +45 mins.    | 0        | 0    | 0    | 0    | 4        | 56   | 0    | 60   | 4        | 0    | 2    | 6    | 0        | 84   | 1    | 85   |
| Total Volume | 0        | 0    | 3    | 3    | 5        | 181  | 0    | 186  | 16       | 0    | 14   | 30   | 1        | 410  | 5    | 416  |
| % App. Total | 0        | 0    | 100  |      | 2.7      | 97.3 | 0    |      | 53.3     | 0    | 46.7 |      | 0.2      | 98.6 | 1.2  |      |
| PHF          | .000     | .000 | .375 | .375 | .313     | .808 | .000 | .775 | .571     | .000 | .500 | .536 | .250     | .827 | .625 | .832 |

City of Corona  
N/S: West Park Driveway  
E/W: Quarry Street  
Weather: Clear

File Name : 03\_COR\_W PDW\_Qua SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 1

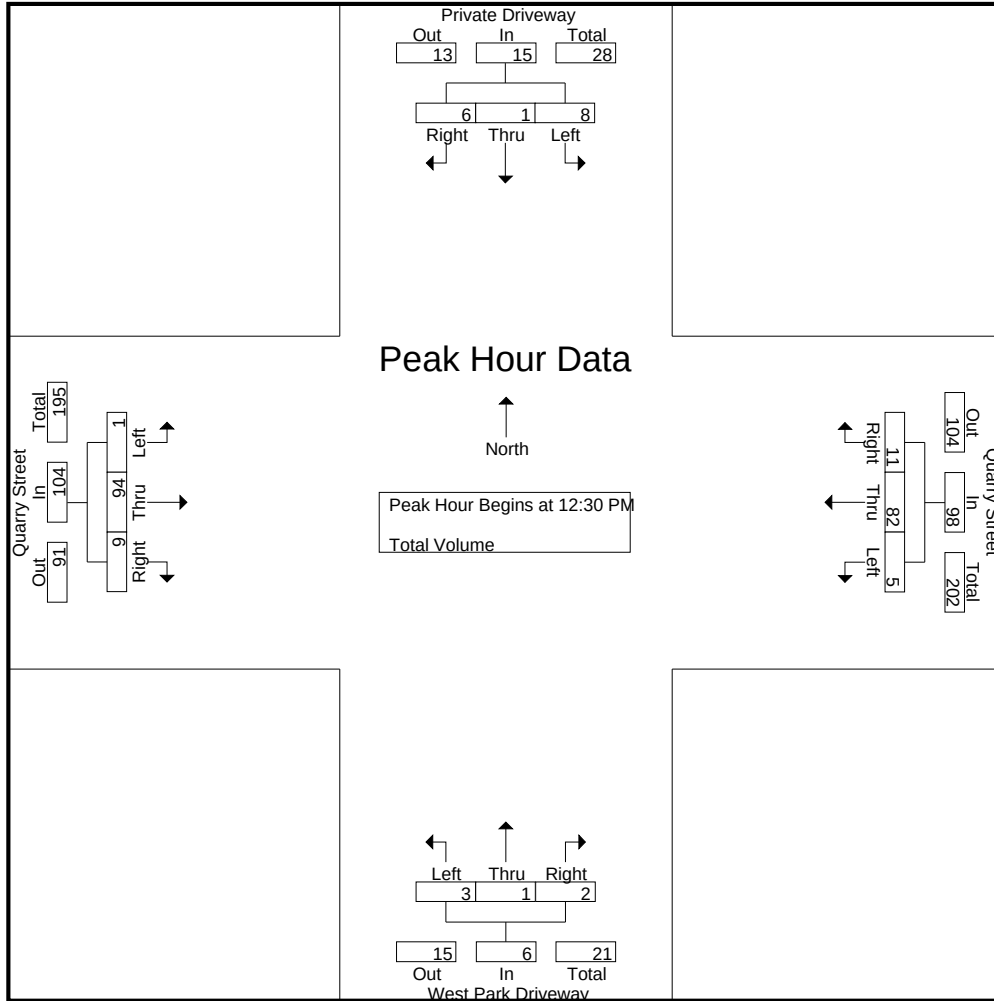
Groups Printed- Total Volume

|             | Private Driveway<br>Southbound |      |       |            | Quarry Street<br>Westbound |      |       |            | West Park Driveway<br>Northbound |      |       |            | Quarry Street<br>Eastbound |      |       |            |            |
|-------------|--------------------------------|------|-------|------------|----------------------------|------|-------|------------|----------------------------------|------|-------|------------|----------------------------|------|-------|------------|------------|
| Start Time  | Left                           | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Left                             | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Int. Total |
| 12:00 PM    | 5                              | 0    | 2     | 7          | 0                          | 16   | 0     | 16         | 1                                | 0    | 2     | 3          | 0                          | 22   | 0     | 22         | 48         |
| 12:15 PM    | 2                              | 2    | 0     | 4          | 1                          | 26   | 1     | 28         | 0                                | 1    | 0     | 1          | 2                          | 11   | 0     | 13         | 46         |
| 12:30 PM    | 3                              | 1    | 2     | 6          | 0                          | 26   | 4     | 30         | 2                                | 1    | 0     | 3          | 1                          | 16   | 4     | 21         | 60         |
| 12:45 PM    | 1                              | 0    | 0     | 1          | 3                          | 13   | 2     | 18         | 1                                | 0    | 0     | 1          | 0                          | 30   | 2     | 32         | 52         |
| Total       | 11                             | 3    | 4     | 18         | 4                          | 81   | 7     | 92         | 4                                | 2    | 2     | 8          | 3                          | 79   | 6     | 88         | 206        |
| 01:00 PM    | 1                              | 0    | 3     | 4          | 1                          | 21   | 3     | 25         | 0                                | 0    | 0     | 0          | 0                          | 27   | 2     | 29         | 58         |
| 01:15 PM    | 3                              | 0    | 1     | 4          | 1                          | 22   | 2     | 25         | 0                                | 0    | 2     | 2          | 0                          | 21   | 1     | 22         | 53         |
| 01:30 PM    | 0                              | 0    | 1     | 1          | 0                          | 26   | 1     | 27         | 0                                | 0    | 0     | 0          | 1                          | 16   | 2     | 19         | 47         |
| 01:45 PM    | 1                              | 0    | 0     | 1          | 2                          | 22   | 1     | 25         | 1                                | 0    | 2     | 3          | 2                          | 17   | 1     | 20         | 49         |
| Total       | 5                              | 0    | 5     | 10         | 4                          | 91   | 7     | 102        | 1                                | 0    | 4     | 5          | 3                          | 81   | 6     | 90         | 207        |
| Grand Total | 16                             | 3    | 9     | 28         | 8                          | 172  | 14    | 194        | 5                                | 2    | 6     | 13         | 6                          | 160  | 12    | 178        | 413        |
| Apprch %    | 57.1                           | 10.7 | 32.1  |            | 4.1                        | 88.7 | 7.2   |            | 38.5                             | 15.4 | 46.2  |            | 3.4                        | 89.9 | 6.7   |            |            |
| Total %     | 3.9                            | 0.7  | 2.2   | 6.8        | 1.9                        | 41.6 | 3.4   | 47         | 1.2                              | 0.5  | 1.5   | 3.1        | 1.5                        | 38.7 | 2.9   | 43.1       |            |

|                                                            | Private Driveway<br>Southbound |      |       |            | Quarry Street<br>Westbound |      |       |            | West Park Driveway<br>Northbound |      |       |            | Quarry Street<br>Eastbound |      |       |            |            |
|------------------------------------------------------------|--------------------------------|------|-------|------------|----------------------------|------|-------|------------|----------------------------------|------|-------|------------|----------------------------|------|-------|------------|------------|
| Start Time                                                 | Left                           | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Left                             | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1 |                                |      |       |            |                            |      |       |            |                                  |      |       |            |                            |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 12:30 PM       |                                |      |       |            |                            |      |       |            |                                  |      |       |            |                            |      |       |            |            |
| 12:30 PM                                                   | 3                              | 1    | 2     | 6          | 0                          | 26   | 4     | 30         | 2                                | 1    | 0     | 3          | 1                          | 16   | 4     | 21         | 60         |
| 12:45 PM                                                   | 1                              | 0    | 0     | 1          | 3                          | 13   | 2     | 18         | 1                                | 0    | 0     | 1          | 0                          | 30   | 2     | 32         | 52         |
| 01:00 PM                                                   | 1                              | 0    | 3     | 4          | 1                          | 21   | 3     | 25         | 0                                | 0    | 0     | 0          | 0                          | 27   | 2     | 29         | 58         |
| 01:15 PM                                                   | 3                              | 0    | 1     | 4          | 1                          | 22   | 2     | 25         | 0                                | 0    | 2     | 2          | 0                          | 21   | 1     | 22         | 53         |
| Total Volume                                               | 8                              | 1    | 6     | 15         | 5                          | 82   | 11    | 98         | 3                                | 1    | 2     | 6          | 1                          | 94   | 9     | 104        | 223        |
| % App. Total                                               | 53.3                           | 6.7  | 40    |            | 5.1                        | 83.7 | 11.2  |            | 50                               | 16.7 | 33.3  |            | 1                          | 90.4 | 8.7   |            |            |
| PHF                                                        | .667                           | .250 | .500  | .625       | .417                       | .788 | .688  | .817       | .375                             | .250 | .250  | .500       | .250                       | .783 | .563  | .813       | .929       |

City of Corona  
N/S: West Park Driveway  
E/W: Quarry Street  
Weather: Clear

File Name : 03\_COR\_W PDW\_Qua SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 12:00 PM |      |      |      | 01:00 PM |      |      |      | 12:00 PM |      |      |      | 12:30 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 5        | 0    | 2    | 7    | 1        | 21   | 3    | 25   | 1        | 0    | 2    | 3    | 1        | 16   | 4    | 21   |
| +15 mins.    | 2        | 2    | 0    | 4    | 1        | 22   | 2    | 25   | 0        | 1    | 0    | 1    | 0        | 30   | 2    | 32   |
| +30 mins.    | 3        | 1    | 2    | 6    | 0        | 26   | 1    | 27   | 2        | 1    | 0    | 3    | 0        | 27   | 2    | 29   |
| +45 mins.    | 1        | 0    | 0    | 1    | 2        | 22   | 1    | 25   | 1        | 0    | 0    | 1    | 0        | 21   | 1    | 22   |
| Total Volume | 11       | 3    | 4    | 18   | 4        | 91   | 7    | 102  | 4        | 2    | 2    | 8    | 1        | 94   | 9    | 104  |
| % App. Total | 61.1     | 16.7 | 22.2 |      | 3.9      | 89.2 | 6.9  |      | 50       | 25   | 25   |      | 1        | 90.4 | 8.7  |      |
| PHF          | .550     | .375 | .500 | .643 | .500     | .875 | .583 | .944 | .500     | .500 | .250 | .667 | .250     | .783 | .563 | .813 |

Location: Corona  
 N/S: West Park Driveway  
 E/W: Quarry Street



PEDESTRIANS

Date: 2/26/2026  
 Day: Thursday

|                | North Leg<br>Private Driveway | East Leg<br>Quarry Street | South Leg<br>West Park Driveway | West Leg<br>Quarry Street |    |
|----------------|-------------------------------|---------------------------|---------------------------------|---------------------------|----|
|                | Pedestrians                   | Pedestrians               | Pedestrians                     | Pedestrians               |    |
| 6:30 AM        | 0                             | 0                         | 0                               | 0                         | 0  |
| 6:45 AM        | 0                             | 0                         | 1                               | 0                         | 1  |
| 7:00 AM        | 1                             | 0                         | 1                               | 0                         | 2  |
| 7:15 AM        | 1                             | 0                         | 0                               | 1                         | 2  |
| 7:30 AM        | 2                             | 0                         | 0                               | 0                         | 2  |
| 7:45 AM        | 0                             | 2                         | 0                               | 0                         | 2  |
| 8:00 AM        | 0                             | 1                         | 0                               | 1                         | 2  |
| 8:15 AM        | 0                             | 1                         | 0                               | 0                         | 1  |
| 8:30 AM        | 1                             | 1                         | 1                               | 1                         | 4  |
| 8:45 AM        | 0                             | 1                         | 0                               | 0                         | 1  |
| TOTAL VOLUMES: | 5                             | 6                         | 3                               | 3                         | 17 |

Date: 2/26/2026  
 Day: Thursday

|                | North Leg<br>Private Driveway | East Leg<br>Quarry Street | South Leg<br>West Park Driveway | West Leg<br>Quarry Street |    |
|----------------|-------------------------------|---------------------------|---------------------------------|---------------------------|----|
|                | Pedestrians                   | Pedestrians               | Pedestrians                     | Pedestrians               |    |
| 4:00 PM        | 0                             | 1                         | 0                               | 0                         | 1  |
| 4:15 PM        | 0                             | 0                         | 0                               | 3                         | 3  |
| 4:30 PM        | 2                             | 0                         | 0                               | 1                         | 3  |
| 4:45 PM        | 0                             | 0                         | 0                               | 0                         | 0  |
| 5:00 PM        | 0                             | 0                         | 2                               | 1                         | 3  |
| 5:15 PM        | 4                             | 0                         | 2                               | 0                         | 6  |
| 5:30 PM        | 0                             | 0                         | 2                               | 0                         | 2  |
| 5:45 PM        | 0                             | 0                         | 0                               | 0                         | 0  |
| TOTAL VOLUMES: | 6                             | 1                         | 6                               | 5                         | 18 |

Date: 2/28/2026  
 Day: Saturday

|                | North Leg<br>Private Driveway | East Leg<br>Quarry Street | South Leg<br>West Park Driveway | West Leg<br>Quarry Street |    |
|----------------|-------------------------------|---------------------------|---------------------------------|---------------------------|----|
|                | Pedestrians                   | Pedestrians               | Pedestrians                     | Pedestrians               |    |
| 12:00 PM       | 0                             | 2                         | 0                               | 0                         | 2  |
| 12:15 PM       | 0                             | 1                         | 2                               | 4                         | 7  |
| 12:30 PM       | 0                             | 0                         | 0                               | 1                         | 1  |
| 12:45 PM       | 0                             | 0                         | 0                               | 2                         | 2  |
| 1:00 PM        | 0                             | 0                         | 0                               | 0                         | 0  |
| 1:15 PM        | 0                             | 0                         | 0                               | 2                         | 2  |
| 1:30 PM        | 0                             | 0                         | 0                               | 2                         | 2  |
| 1:45 PM        | 0                             | 1                         | 0                               | 2                         | 3  |
| TOTAL VOLUMES: | 0                             | 4                         | 2                               | 13                        | 19 |

Location: Corona  
 N/S: West Park Driveway  
 E/W: Quarry Street



**BICYCLES**

Date: 2/26/2026  
 Day: Thursday

|                | Southbound<br>Private Driveway |      |       | Westbound<br>Quarry Street |      |       | Northbound<br>West Park Driveway |      |       | Eastbound<br>Quarry Street |      |       |   |
|----------------|--------------------------------|------|-------|----------------------------|------|-------|----------------------------------|------|-------|----------------------------|------|-------|---|
|                | Left                           | Thru | Right | Left                       | Thru | Right | Left                             | Thru | Right | Left                       | Thru | Right |   |
| 6:30 AM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 0 |
| 6:45 AM        | 0                              | 0    | 0     | 0                          | 1    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 1 |
| 7:00 AM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 1                                | 0    | 0     | 0                          | 0    | 0     | 1 |
| 7:15 AM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 0 |
| 7:30 AM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 1    | 0     | 1 |
| 7:45 AM        | 0                              | 0    | 0     | 0                          | 1    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 1 |
| 8:00 AM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 0 |
| 8:15 AM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 0 |
| 8:30 AM        | 0                              | 0    | 0     | 0                          | 1    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 1 |
| 8:45 AM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 0 |
| TOTAL VOLUMES: | 0                              | 0    | 0     | 0                          | 3    | 0     | 1                                | 0    | 0     | 0                          | 1    | 0     | 5 |

Date: 2/26/2026  
 Day: Thursday

|                | Southbound<br>Private Driveway |      |       | Westbound<br>Quarry Street |      |       | Northbound<br>West Park Driveway |      |       | Eastbound<br>Quarry Street |      |       |    |
|----------------|--------------------------------|------|-------|----------------------------|------|-------|----------------------------------|------|-------|----------------------------|------|-------|----|
|                | Left                           | Thru | Right | Left                       | Thru | Right | Left                             | Thru | Right | Left                       | Thru | Right |    |
| 4:00 PM        | 0                              | 0    | 0     | 0                          | 1    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 1  |
| 4:15 PM        | 0                              | 0    | 0     | 0                          | 1    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 1  |
| 4:30 PM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 0  |
| 4:45 PM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 0  |
| 5:00 PM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 0  |
| 5:15 PM        | 0                              | 0    | 0     | 0                          | 3    | 0     | 2                                | 0    | 0     | 0                          | 0    | 0     | 5  |
| 5:30 PM        | 0                              | 0    | 0     | 2                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 0    | 1     | 3  |
| 5:45 PM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 1    | 0     | 1  |
| TOTAL VOLUMES: | 0                              | 0    | 0     | 2                          | 5    | 0     | 2                                | 0    | 0     | 0                          | 1    | 1     | 11 |

Date: 2/28/2026  
 Day: Saturday

|                | Southbound<br>Private Driveway |      |       | Westbound<br>Quarry Street |      |       | Northbound<br>West Park Driveway |      |       | Eastbound<br>Quarry Street |      |       |   |
|----------------|--------------------------------|------|-------|----------------------------|------|-------|----------------------------------|------|-------|----------------------------|------|-------|---|
|                | Left                           | Thru | Right | Left                       | Thru | Right | Left                             | Thru | Right | Left                       | Thru | Right |   |
| 12:00 PM       | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 0 |
| 12:15 PM       | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 0 |
| 12:30 PM       | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 0 |
| 12:45 PM       | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 0 |
| 1:00 PM        | 3                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 3 |
| 1:15 PM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 0 |
| 1:30 PM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 0 |
| 1:45 PM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 0 |
| TOTAL VOLUMES: | 3                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 3 |

City of Corona  
N/S: Arroya Avenue  
E/W: Quarry Street  
Weather: Clear

File Name : 04\_COR\_Arr\_Qua AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

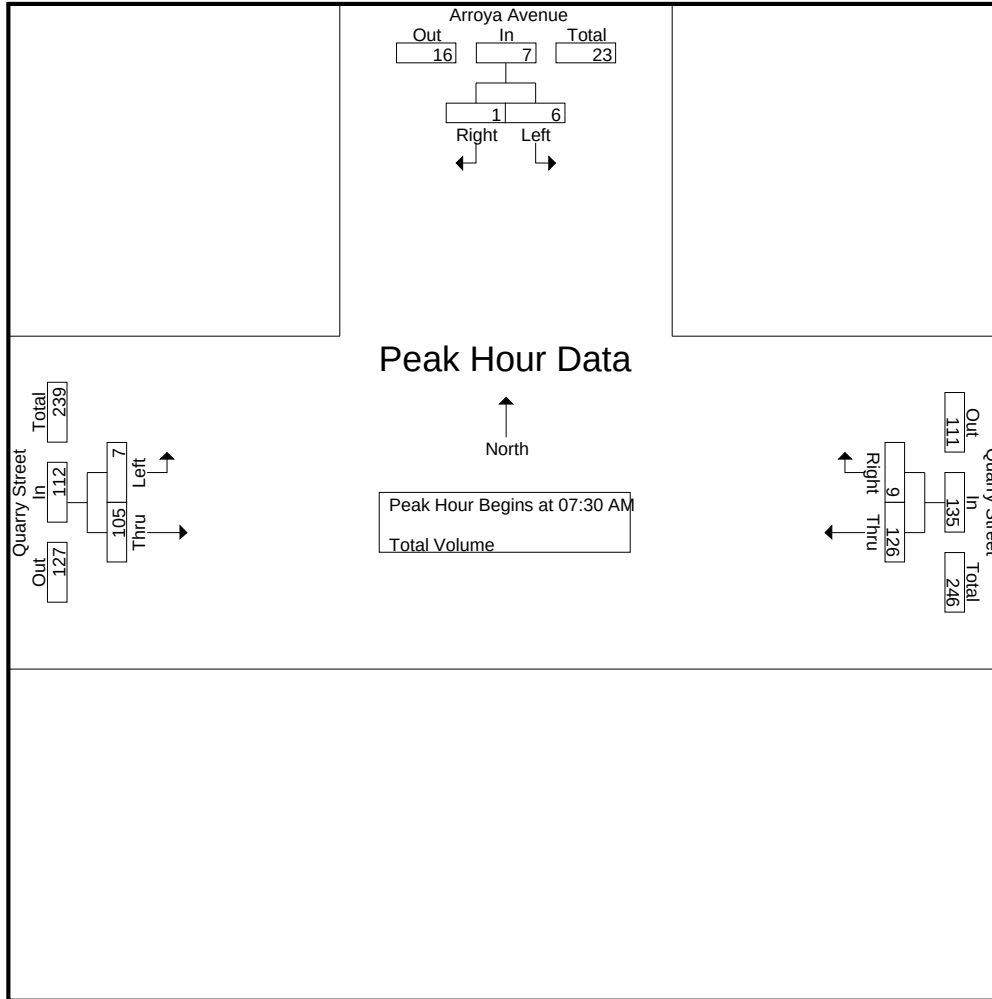
Groups Printed- Total Volume

|             | Arroya Avenue<br>Southbound |       |            | Quarry Street<br>Westbound |       |            | Quarry Street<br>Eastbound |      |            |            |
|-------------|-----------------------------|-------|------------|----------------------------|-------|------------|----------------------------|------|------------|------------|
| Start Time  | Left                        | Right | App. Total | Thru                       | Right | App. Total | Left                       | Thru | App. Total | Int. Total |
| 06:30 AM    | 3                           | 0     | 3          | 15                         | 0     | 15         | 0                          | 2    | 2          | 20         |
| 06:45 AM    | 0                           | 0     | 0          | 20                         | 0     | 20         | 0                          | 15   | 15         | 35         |
| Total       | 3                           | 0     | 3          | 35                         | 0     | 35         | 0                          | 17   | 17         | 55         |
| 07:00 AM    | 1                           | 0     | 1          | 20                         | 1     | 21         | 0                          | 9    | 9          | 31         |
| 07:15 AM    | 0                           | 0     | 0          | 28                         | 2     | 30         | 2                          | 17   | 19         | 49         |
| 07:30 AM    | 2                           | 0     | 2          | 33                         | 2     | 35         | 1                          | 23   | 24         | 61         |
| 07:45 AM    | 2                           | 0     | 2          | 35                         | 3     | 38         | 1                          | 29   | 30         | 70         |
| Total       | 5                           | 0     | 5          | 116                        | 8     | 124        | 4                          | 78   | 82         | 211        |
| 08:00 AM    | 2                           | 0     | 2          | 28                         | 3     | 31         | 3                          | 24   | 27         | 60         |
| 08:15 AM    | 0                           | 1     | 1          | 30                         | 1     | 31         | 2                          | 29   | 31         | 63         |
| 08:30 AM    | 0                           | 1     | 1          | 28                         | 4     | 32         | 1                          | 20   | 21         | 54         |
| 08:45 AM    | 1                           | 1     | 2          | 30                         | 0     | 30         | 1                          | 13   | 14         | 46         |
| Total       | 3                           | 3     | 6          | 116                        | 8     | 124        | 7                          | 86   | 93         | 223        |
| Grand Total | 11                          | 3     | 14         | 267                        | 16    | 283        | 11                         | 181  | 192        | 489        |
| Apprch %    | 78.6                        | 21.4  |            | 94.3                       | 5.7   |            | 5.7                        | 94.3 |            |            |
| Total %     | 2.2                         | 0.6   | 2.9        | 54.6                       | 3.3   | 57.9       | 2.2                        | 37   | 39.3       |            |

|                                                            | Arroya Avenue<br>Southbound |       |            | Quarry Street<br>Westbound |       |            | Quarry Street<br>Eastbound |      |            |            |
|------------------------------------------------------------|-----------------------------|-------|------------|----------------------------|-------|------------|----------------------------|------|------------|------------|
| Start Time                                                 | Left                        | Right | App. Total | Thru                       | Right | App. Total | Left                       | Thru | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1 |                             |       |            |                            |       |            |                            |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                             |       |            |                            |       |            |                            |      |            |            |
| 07:30 AM                                                   | 2                           | 0     | 2          | 33                         | 2     | 35         | 1                          | 23   | 24         | 61         |
| 07:45 AM                                                   | 2                           | 0     | 2          | 35                         | 3     | 38         | 1                          | 29   | 30         | 70         |
| 08:00 AM                                                   | 2                           | 0     | 2          | 28                         | 3     | 31         | 3                          | 24   | 27         | 60         |
| 08:15 AM                                                   | 0                           | 1     | 1          | 30                         | 1     | 31         | 2                          | 29   | 31         | 63         |
| Total Volume                                               | 6                           | 1     | 7          | 126                        | 9     | 135        | 7                          | 105  | 112        | 254        |
| % App. Total                                               | 85.7                        | 14.3  |            | 93.3                       | 6.7   |            | 6.2                        | 93.8 |            |            |
| PHF                                                        | .750                        | .250  | .875       | .900                       | .750  | .888       | .583                       | .905 | .903       | .907       |

City of Corona  
N/S: Arroya Avenue  
E/W: Quarry Street  
Weather: Clear

File Name : 04\_COR\_Arr\_Qua AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 07:30 AM |      |      | 07:30 AM |      |      | 07:30 AM |      |      |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins.     | 2        | 0    | 2    | 33       | 2    | 35   | 1        | 23   | 24   |
| +15 mins.    | 2        | 0    | 2    | 35       | 3    | 38   | 1        | 29   | 30   |
| +30 mins.    | 2        | 0    | 2    | 28       | 3    | 31   | 3        | 24   | 27   |
| +45 mins.    | 0        | 1    | 1    | 30       | 1    | 31   | 2        | 29   | 31   |
| Total Volume | 6        | 1    | 7    | 126      | 9    | 135  | 7        | 105  | 112  |
| % App. Total | 85.7     | 14.3 |      | 93.3     | 6.7  |      | 6.2      | 93.8 |      |
| PHF          | .750     | .250 | .875 | .900     | .750 | .888 | .583     | .905 | .903 |

City of Corona  
N/S: Arroya Avenue  
E/W: Quarry Street  
Weather: Clear

File Name : 04\_COR\_Arr\_Qua PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

Groups Printed- Total Volume

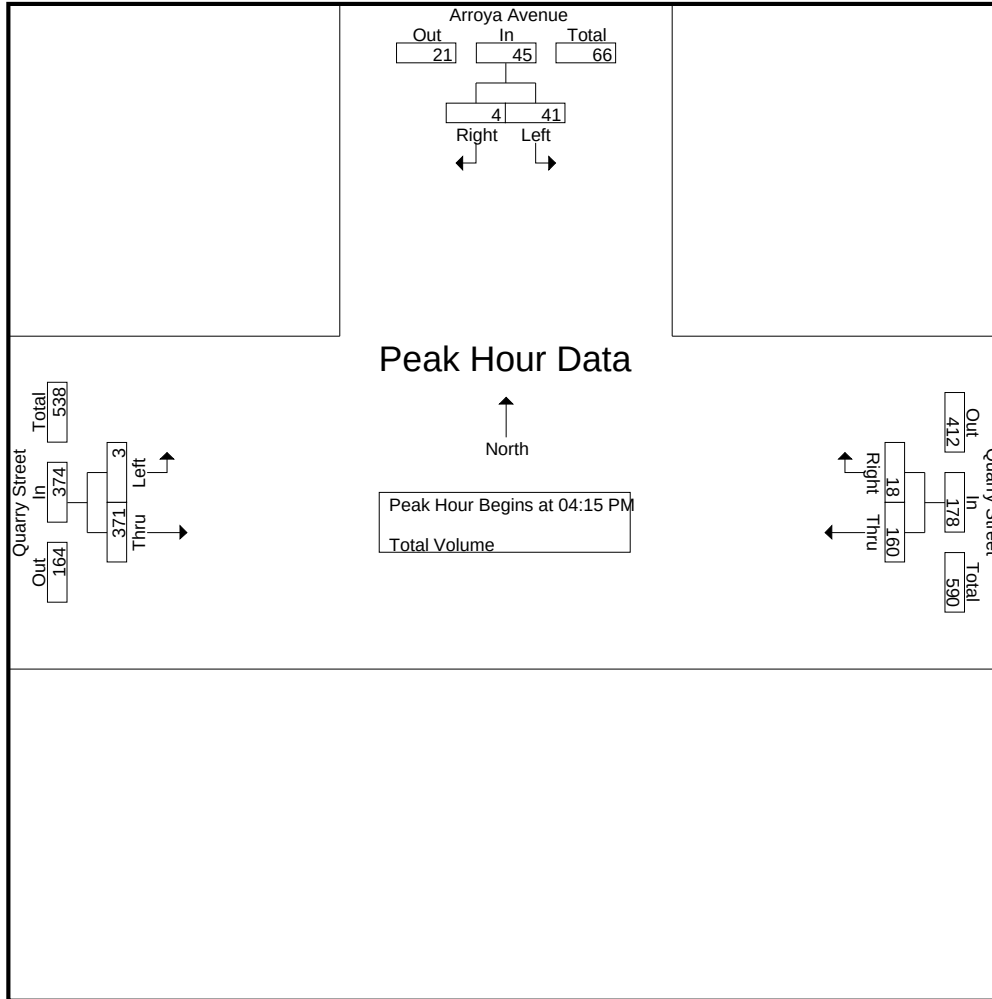
|             | Arroya Avenue<br>Southbound |       |            | Quarry Street<br>Westbound |       |            | Quarry Street<br>Eastbound |      |            |            |
|-------------|-----------------------------|-------|------------|----------------------------|-------|------------|----------------------------|------|------------|------------|
| Start Time  | Left                        | Right | App. Total | Thru                       | Right | App. Total | Left                       | Thru | App. Total | Int. Total |
| 04:00 PM    | 6                           | 1     | 7          | 48                         | 3     | 51         | 0                          | 73   | 73         | 131        |
| 04:15 PM    | 11                          | 1     | 12         | 37                         | 5     | 42         | 1                          | 111  | 112        | 166        |
| 04:30 PM    | 15                          | 2     | 17         | 32                         | 2     | 34         | 0                          | 110  | 110        | 161        |
| 04:45 PM    | 12                          | 0     | 12         | 50                         | 6     | 56         | 1                          | 68   | 69         | 137        |
| Total       | 44                          | 4     | 48         | 167                        | 16    | 183        | 2                          | 362  | 364        | 595        |
| 05:00 PM    | 3                           | 1     | 4          | 41                         | 5     | 46         | 1                          | 82   | 83         | 133        |
| 05:15 PM    | 6                           | 1     | 7          | 30                         | 9     | 39         | 3                          | 62   | 65         | 111        |
| 05:30 PM    | 3                           | 1     | 4          | 27                         | 2     | 29         | 3                          | 44   | 47         | 80         |
| 05:45 PM    | 6                           | 1     | 7          | 30                         | 4     | 34         | 1                          | 67   | 68         | 109        |
| Total       | 18                          | 4     | 22         | 128                        | 20    | 148        | 8                          | 255  | 263        | 433        |
| Grand Total | 62                          | 8     | 70         | 295                        | 36    | 331        | 10                         | 617  | 627        | 1028       |
| Apprch %    | 88.6                        | 11.4  |            | 89.1                       | 10.9  |            | 1.6                        | 98.4 |            |            |
| Total %     | 6                           | 0.8   | 6.8        | 28.7                       | 3.5   | 32.2       | 1                          | 60   | 61         |            |

|                                                            | Arroya Avenue<br>Southbound |       |            | Quarry Street<br>Westbound |       |            | Quarry Street<br>Eastbound |      |            |            |
|------------------------------------------------------------|-----------------------------|-------|------------|----------------------------|-------|------------|----------------------------|------|------------|------------|
| Start Time                                                 | Left                        | Right | App. Total | Thru                       | Right | App. Total | Left                       | Thru | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                             |       |            |                            |       |            |                            |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:15 PM       |                             |       |            |                            |       |            |                            |      |            |            |
| 04:15 PM                                                   | 11                          | 1     | 12         | 37                         | 5     | 42         | 1                          | 111  | 112        | 166        |
| 04:30 PM                                                   | 15                          | 2     | 17         | 32                         | 2     | 34         | 0                          | 110  | 110        | 161        |
| 04:45 PM                                                   | 12                          | 0     | 12         | 50                         | 6     | 56         | 1                          | 68   | 69         | 137        |
| 05:00 PM                                                   | 3                           | 1     | 4          | 41                         | 5     | 46         | 1                          | 82   | 83         | 133        |
| Total Volume                                               | 41                          | 4     | 45         | 160                        | 18    | 178        | 3                          | 371  | 374        | 597        |
| % App. Total                                               | 91.1                        | 8.9   |            | 89.9                       | 10.1  |            | 0.8                        | 99.2 |            |            |
| PHF                                                        | .683                        | .500  | .662       | .800                       | .750  | .795       | .750                       | .836 | .835       | .899       |



City of Corona  
N/S: Arroya Avenue  
E/W: Quarry Street  
Weather: Clear

File Name : 04\_COR\_Arr\_Qua PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



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

|              | 04:00 PM  |          |           | 04:00 PM  |          |           | 04:15 PM |            |            |
|--------------|-----------|----------|-----------|-----------|----------|-----------|----------|------------|------------|
| +0 mins.     | 6         | 1        | 7         | 48        | 3        | 51        | <b>1</b> | <b>111</b> | <b>112</b> |
| +15 mins.    | 11        | 1        | 12        | 37        | 5        | 42        | 0        | 110        | 110        |
| +30 mins.    | <b>15</b> | <b>2</b> | <b>17</b> | 32        | 2        | 34        | 1        | 68         | 69         |
| +45 mins.    | 12        | 0        | 12        | <b>50</b> | <b>6</b> | <b>56</b> | 1        | 82         | 83         |
| Total Volume | 44        | 4        | 48        | 167       | 16       | 183       | 3        | 371        | 374        |
| % App. Total | 91.7      | 8.3      |           | 91.3      | 8.7      |           | 0.8      | 99.2       |            |
| PHF          | .733      | .500     | .706      | .835      | .667     | .817      | .750     | .836       | .835       |

City of Corona  
N/S: Arroya Avenue  
E/W: Quarry Street  
Weather: Clear

File Name : 04\_COR\_Arr\_Qua SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 1

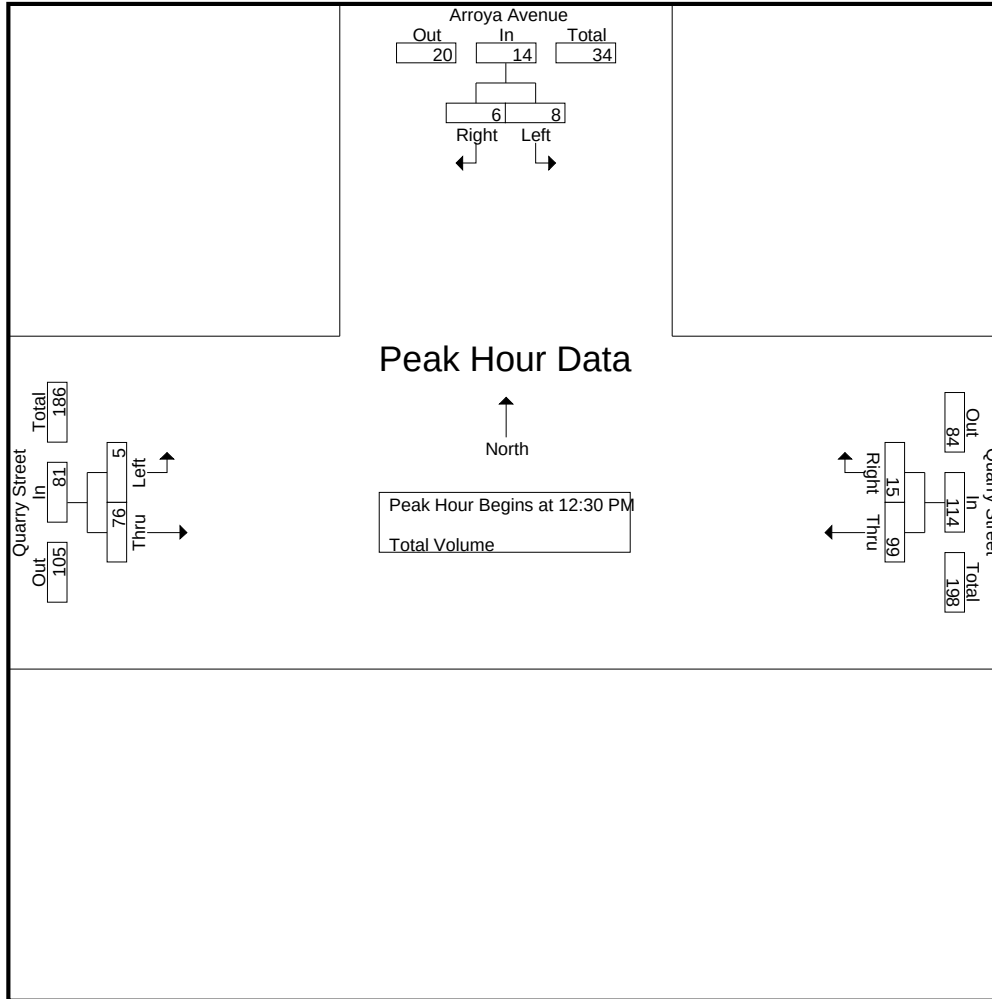
Groups Printed- Total Volume

|             | Arroya Avenue<br>Southbound |       |            | Quarry Street<br>Westbound |       |            | Quarry Street<br>Eastbound |      |            |            |
|-------------|-----------------------------|-------|------------|----------------------------|-------|------------|----------------------------|------|------------|------------|
| Start Time  | Left                        | Right | App. Total | Thru                       | Right | App. Total | Left                       | Thru | App. Total | Int. Total |
| 12:00 PM    | 5                           | 2     | 7          | 19                         | 0     | 19         | 0                          | 22   | 22         | 48         |
| 12:15 PM    | 2                           | 0     | 2          | 25                         | 1     | 26         | 2                          | 11   | 13         | 41         |
| 12:30 PM    | 3                           | 2     | 5          | 26                         | 5     | 31         | 1                          | 16   | 17         | 53         |
| 12:45 PM    | 1                           | 0     | 1          | 30                         | 3     | 33         | 3                          | 13   | 16         | 50         |
| Total       | 11                          | 4     | 15         | 100                        | 9     | 109        | 6                          | 62   | 68         | 192        |
| 01:00 PM    | 1                           | 3     | 4          | 21                         | 5     | 26         | 0                          | 27   | 27         | 57         |
| 01:15 PM    | 3                           | 1     | 4          | 22                         | 2     | 24         | 1                          | 20   | 21         | 49         |
| 01:30 PM    | 0                           | 1     | 1          | 26                         | 1     | 27         | 1                          | 17   | 18         | 46         |
| 01:45 PM    | 1                           | 0     | 1          | 22                         | 1     | 23         | 2                          | 18   | 20         | 44         |
| Total       | 5                           | 5     | 10         | 91                         | 9     | 100        | 4                          | 82   | 86         | 196        |
| Grand Total | 16                          | 9     | 25         | 191                        | 18    | 209        | 10                         | 144  | 154        | 388        |
| Apprch %    | 64                          | 36    |            | 91.4                       | 8.6   |            | 6.5                        | 93.5 |            |            |
| Total %     | 4.1                         | 2.3   | 6.4        | 49.2                       | 4.6   | 53.9       | 2.6                        | 37.1 | 39.7       |            |

|                                                            | Arroya Avenue<br>Southbound |       |            | Quarry Street<br>Westbound |       |            | Quarry Street<br>Eastbound |      |            |            |
|------------------------------------------------------------|-----------------------------|-------|------------|----------------------------|-------|------------|----------------------------|------|------------|------------|
| Start Time                                                 | Left                        | Right | App. Total | Thru                       | Right | App. Total | Left                       | Thru | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1 |                             |       |            |                            |       |            |                            |      |            |            |
| Peak Hour for Entire Intersection Begins at 12:30 PM       |                             |       |            |                            |       |            |                            |      |            |            |
| 12:30 PM                                                   | 3                           | 2     | 5          | 26                         | 5     | 31         | 1                          | 16   | 17         | 53         |
| 12:45 PM                                                   | 1                           | 0     | 1          | 30                         | 3     | 33         | 3                          | 13   | 16         | 50         |
| 01:00 PM                                                   | 1                           | 3     | 4          | 21                         | 5     | 26         | 0                          | 27   | 27         | 57         |
| 01:15 PM                                                   | 3                           | 1     | 4          | 22                         | 2     | 24         | 1                          | 20   | 21         | 49         |
| Total Volume                                               | 8                           | 6     | 14         | 99                         | 15    | 114        | 5                          | 76   | 81         | 209        |
| % App. Total                                               | 57.1                        | 42.9  |            | 86.8                       | 13.2  |            | 6.2                        | 93.8 |            |            |
| PHF                                                        | .667                        | .500  | .700       | .825                       | .750  | .864       | .417                       | .704 | .750       | .917       |

City of Corona  
N/S: Arroya Avenue  
E/W: Quarry Street  
Weather: Clear

File Name : 04\_COR\_Arr\_Qua SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 12:00 PM |      |      | 12:15 PM |      |      | 01:00 PM |      |      |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins.     | 5        | 2    | 7    | 25       | 1    | 26   | 0        | 27   | 27   |
| +15 mins.    | 2        | 0    | 2    | 26       | 5    | 31   | 1        | 20   | 21   |
| +30 mins.    | 3        | 2    | 5    | 30       | 3    | 33   | 1        | 17   | 18   |
| +45 mins.    | 1        | 0    | 1    | 21       | 5    | 26   | 2        | 18   | 20   |
| Total Volume | 11       | 4    | 15   | 102      | 14   | 116  | 4        | 82   | 86   |
| % App. Total | 73.3     | 26.7 |      | 87.9     | 12.1 |      | 4.7      | 95.3 |      |
| PHF          | .550     | .500 | .536 | .850     | .700 | .879 | .500     | .759 | .796 |

Location: Corona  
 N/S: Arroya Avenue  
 E/W: Quarry Street



PEDESTRIANS

Date: 2/26/2026  
 Day: Thursday

|                | North Leg<br>Arroya Avenue | East Leg<br>Quarry Street | South Leg<br>Dead End | West Leg<br>Quarry Street |    |
|----------------|----------------------------|---------------------------|-----------------------|---------------------------|----|
|                | Pedestrians                | Pedestrians               | Pedestrians           | Pedestrians               |    |
| 6:30 AM        | 0                          | 0                         | 0                     | 0                         | 0  |
| 6:45 AM        | 0                          | 0                         | 1                     | 0                         | 1  |
| 7:00 AM        | 2                          | 2                         | 0                     | 0                         | 4  |
| 7:15 AM        | 0                          | 2                         | 1                     | 0                         | 3  |
| 7:30 AM        | 0                          | 0                         | 0                     | 0                         | 0  |
| 7:45 AM        | 0                          | 0                         | 0                     | 0                         | 0  |
| 8:00 AM        | 0                          | 0                         | 0                     | 0                         | 0  |
| 8:15 AM        | 0                          | 0                         | 0                     | 0                         | 0  |
| 8:30 AM        | 0                          | 1                         | 1                     | 0                         | 2  |
| 8:45 AM        | 0                          | 1                         | 0                     | 0                         | 1  |
| TOTAL VOLUMES: | 2                          | 6                         | 3                     | 0                         | 11 |

Date: 2/26/2026  
 Day: Thursday

|                | North Leg<br>Arroya Avenue | East Leg<br>Quarry Street | South Leg<br>Dead End | West Leg<br>Quarry Street |    |
|----------------|----------------------------|---------------------------|-----------------------|---------------------------|----|
|                | Pedestrians                | Pedestrians               | Pedestrians           | Pedestrians               |    |
| 4:00 PM        | 0                          | 0                         | 0                     | 5                         | 5  |
| 4:15 PM        | 2                          | 2                         | 0                     | 0                         | 4  |
| 4:30 PM        | 0                          | 1                         | 0                     | 0                         | 1  |
| 4:45 PM        | 0                          | 2                         | 0                     | 1                         | 3  |
| 5:00 PM        | 0                          | 1                         | 2                     | 1                         | 4  |
| 5:15 PM        | 2                          | 0                         | 2                     | 3                         | 7  |
| 5:30 PM        | 0                          | 0                         | 2                     | 0                         | 2  |
| 5:45 PM        | 0                          | 2                         | 0                     | 0                         | 2  |
| TOTAL VOLUMES: | 4                          | 8                         | 6                     | 10                        | 28 |

Date: 2/28/2026  
 Day: Saturday

|                | North Leg<br>Arroya Avenue | East Leg<br>Quarry Street | South Leg<br>Dead End | West Leg<br>Quarry Street |   |
|----------------|----------------------------|---------------------------|-----------------------|---------------------------|---|
|                | Pedestrians                | Pedestrians               | Pedestrians           | Pedestrians               |   |
| 12:00 PM       | 0                          | 0                         | 0                     | 0                         | 0 |
| 12:15 PM       | 0                          | 0                         | 2                     | 0                         | 2 |
| 12:30 PM       | 0                          | 0                         | 0                     | 0                         | 0 |
| 12:45 PM       | 0                          | 0                         | 0                     | 0                         | 0 |
| 1:00 PM        | 0                          | 0                         | 0                     | 0                         | 0 |
| 1:15 PM        | 0                          | 0                         | 0                     | 1                         | 1 |
| 1:30 PM        | 0                          | 0                         | 0                     | 1                         | 1 |
| 1:45 PM        | 0                          | 0                         | 0                     | 2                         | 2 |
| TOTAL VOLUMES: | 0                          | 0                         | 2                     | 4                         | 6 |

Location: Corona  
N/S: Arroya Avenue  
E/W: Quarry Street



**BICYCLES**

Date: 2/26/2026  
Day: Thursday

|                | Southbound<br>Arroya Avenue |      |       | Westbound<br>Quarry Street |      |       | Northbound<br>Dead End |      |       | Eastbound<br>Quarry Street |      |       |   |
|----------------|-----------------------------|------|-------|----------------------------|------|-------|------------------------|------|-------|----------------------------|------|-------|---|
|                | Left                        | Thru | Right | Left                       | Thru | Right | Left                   | Thru | Right | Left                       | Thru | Right |   |
| 6:30 AM        | 0                           | 0    | 0     | 0                          | 0    | 0     | 0                      | 0    | 0     | 0                          | 0    | 0     | 0 |
| 6:45 AM        | 0                           | 0    | 0     | 0                          | 1    | 0     | 0                      | 0    | 0     | 0                          | 0    | 0     | 1 |
| 7:00 AM        | 0                           | 0    | 0     | 0                          | 0    | 0     | 0                      | 0    | 0     | 0                          | 0    | 0     | 0 |
| 7:15 AM        | 0                           | 0    | 0     | 0                          | 0    | 0     | 0                      | 0    | 0     | 0                          | 0    | 0     | 0 |
| 7:30 AM        | 0                           | 0    | 0     | 0                          | 0    | 0     | 0                      | 0    | 0     | 0                          | 1    | 0     | 1 |
| 7:45 AM        | 0                           | 0    | 0     | 0                          | 1    | 0     | 0                      | 0    | 0     | 0                          | 0    | 0     | 1 |
| 8:00 AM        | 0                           | 0    | 0     | 0                          | 0    | 0     | 0                      | 0    | 0     | 0                          | 0    | 0     | 0 |
| 8:15 AM        | 0                           | 0    | 0     | 0                          | 0    | 0     | 0                      | 0    | 0     | 0                          | 0    | 0     | 0 |
| 8:30 AM        | 0                           | 0    | 0     | 0                          | 0    | 0     | 0                      | 0    | 0     | 0                          | 0    | 0     | 0 |
| 8:45 AM        | 0                           | 0    | 0     | 0                          | 0    | 0     | 0                      | 0    | 0     | 0                          | 0    | 0     | 0 |
| TOTAL VOLUMES: | 0                           | 0    | 0     | 0                          | 2    | 0     | 0                      | 0    | 0     | 0                          | 1    | 0     | 3 |

Date: 2/26/2026  
Day: Thursday

|                | Southbound<br>Arroya Avenue |      |       | Westbound<br>Quarry Street |      |       | Northbound<br>Dead End |      |       | Eastbound<br>Quarry Street |      |       |   |
|----------------|-----------------------------|------|-------|----------------------------|------|-------|------------------------|------|-------|----------------------------|------|-------|---|
|                | Left                        | Thru | Right | Left                       | Thru | Right | Left                   | Thru | Right | Left                       | Thru | Right |   |
| 4:00 PM        | 0                           | 0    | 0     | 0                          | 1    | 0     | 0                      | 0    | 0     | 0                          | 0    | 0     | 1 |
| 4:15 PM        | 0                           | 0    | 0     | 0                          | 0    | 0     | 0                      | 1    | 0     | 0                          | 0    | 0     | 1 |
| 4:30 PM        | 0                           | 0    | 0     | 0                          | 0    | 0     | 0                      | 0    | 0     | 0                          | 0    | 0     | 0 |
| 4:45 PM        | 0                           | 0    | 0     | 0                          | 0    | 0     | 0                      | 0    | 0     | 0                          | 0    | 0     | 0 |
| 5:00 PM        | 0                           | 0    | 0     | 0                          | 0    | 0     | 0                      | 0    | 0     | 0                          | 0    | 0     | 0 |
| 5:15 PM        | 0                           | 0    | 0     | 0                          | 2    | 1     | 0                      | 2    | 0     | 0                          | 0    | 0     | 5 |
| 5:30 PM        | 1                           | 0    | 0     | 0                          | 0    | 0     | 0                      | 0    | 0     | 0                          | 0    | 0     | 1 |
| 5:45 PM        | 1                           | 0    | 0     | 0                          | 0    | 0     | 0                      | 0    | 0     | 0                          | 0    | 0     | 1 |
| TOTAL VOLUMES: | 2                           | 0    | 0     | 0                          | 3    | 1     | 0                      | 3    | 0     | 0                          | 0    | 0     | 9 |

Date: 2/28/2026  
Day: Saturday

|                | Southbound<br>Arroya Avenue |      |       | Westbound<br>Quarry Street |      |       | Northbound<br>Dead End |      |       | Eastbound<br>Quarry Street |      |       |   |
|----------------|-----------------------------|------|-------|----------------------------|------|-------|------------------------|------|-------|----------------------------|------|-------|---|
|                | Left                        | Thru | Right | Left                       | Thru | Right | Left                   | Thru | Right | Left                       | Thru | Right |   |
| 12:00 PM       | 0                           | 0    | 0     | 0                          | 0    | 0     | 0                      | 0    | 0     | 0                          | 0    | 0     | 0 |
| 12:15 PM       | 0                           | 0    | 0     | 0                          | 0    | 0     | 0                      | 0    | 0     | 0                          | 0    | 0     | 0 |
| 12:30 PM       | 0                           | 0    | 0     | 0                          | 0    | 0     | 0                      | 0    | 0     | 0                          | 0    | 0     | 0 |
| 12:45 PM       | 0                           | 0    | 0     | 0                          | 0    | 0     | 0                      | 0    | 0     | 0                          | 0    | 0     | 0 |
| 1:00 PM        | 4                           | 0    | 0     | 0                          | 0    | 0     | 0                      | 0    | 0     | 0                          | 0    | 0     | 4 |
| 1:15 PM        | 0                           | 0    | 0     | 0                          | 0    | 0     | 0                      | 0    | 0     | 0                          | 0    | 0     | 0 |
| 1:30 PM        | 0                           | 0    | 0     | 0                          | 0    | 0     | 0                      | 0    | 0     | 0                          | 0    | 0     | 0 |
| 1:45 PM        | 0                           | 0    | 0     | 0                          | 0    | 0     | 0                      | 0    | 0     | 0                          | 0    | 0     | 0 |
| TOTAL VOLUMES: | 4                           | 0    | 0     | 0                          | 0    | 0     | 0                      | 0    | 0     | 0                          | 0    | 0     | 4 |

City of Corona  
N/S: Rimpau Avenue  
E/W: Quarry Street  
Weather: Clear

File Name : 05\_COR\_Rim\_Qua AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

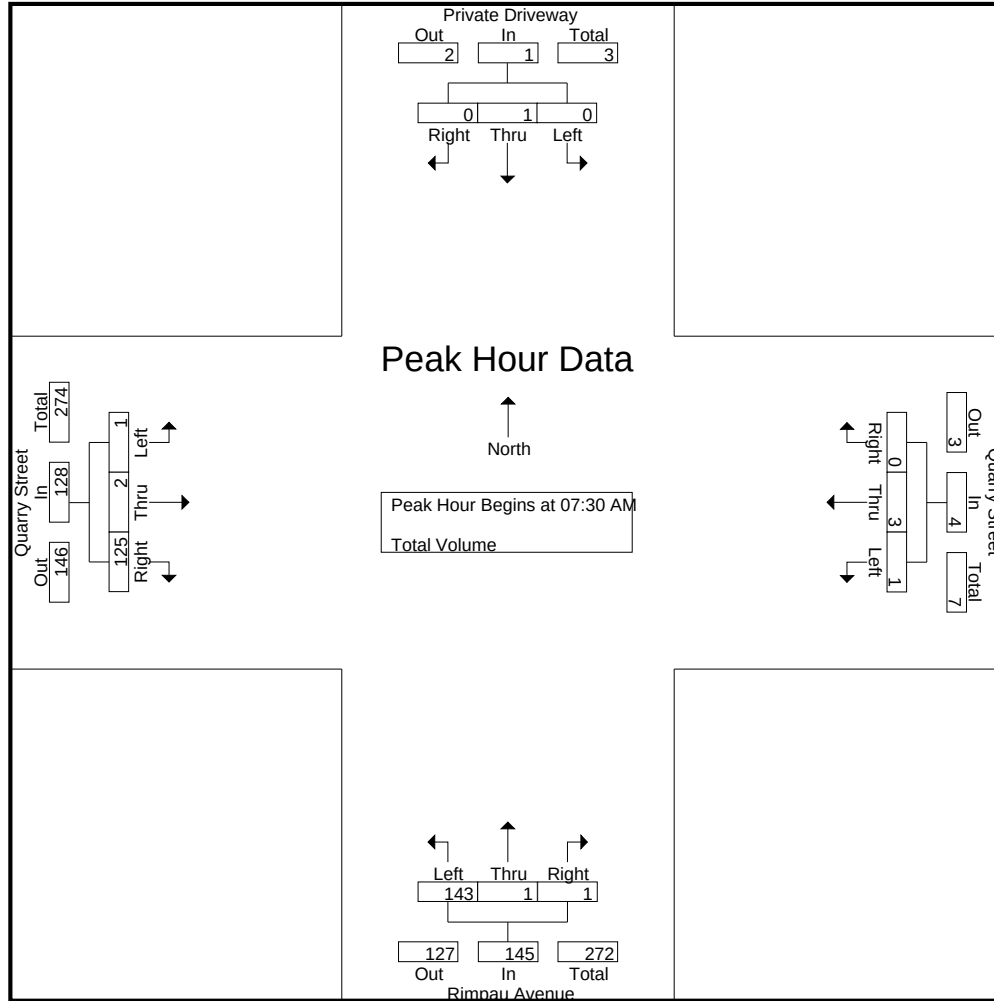
Groups Printed- Total Volume

|             | Private Driveway<br>Southbound |      |       |            | Quarry Street<br>Westbound |      |       |            | Rimpau Avenue<br>Northbound |      |       |            | Quarry Street<br>Eastbound |      |       |            |            |
|-------------|--------------------------------|------|-------|------------|----------------------------|------|-------|------------|-----------------------------|------|-------|------------|----------------------------|------|-------|------------|------------|
| Start Time  | Left                           | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Int. Total |
| 06:30 AM    | 0                              | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 18                          | 0    | 0     | 18         | 0                          | 1    | 6     | 7          | 25         |
| 06:45 AM    | 0                              | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 21                          | 0    | 1     | 22         | 0                          | 1    | 17    | 18         | 40         |
| Total       | 0                              | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 39                          | 0    | 1     | 40         | 0                          | 2    | 23    | 25         | 65         |
| 07:00 AM    | 0                              | 0    | 0     | 0          | 1                          | 0    | 0     | 1          | 23                          | 0    | 0     | 23         | 0                          | 2    | 10    | 12         | 36         |
| 07:15 AM    | 0                              | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 27                          | 0    | 0     | 27         | 0                          | 0    | 17    | 17         | 44         |
| 07:30 AM    | 0                              | 0    | 0     | 0          | 0                          | 1    | 0     | 1          | 39                          | 0    | 0     | 39         | 0                          | 0    | 27    | 27         | 67         |
| 07:45 AM    | 0                              | 1    | 0     | 1          | 1                          | 0    | 0     | 1          | 43                          | 1    | 0     | 44         | 1                          | 1    | 32    | 34         | 80         |
| Total       | 0                              | 1    | 0     | 1          | 2                          | 1    | 0     | 3          | 132                         | 1    | 0     | 133        | 1                          | 3    | 86    | 90         | 227        |
| 08:00 AM    | 0                              | 0    | 0     | 0          | 0                          | 2    | 0     | 2          | 29                          | 0    | 1     | 30         | 0                          | 1    | 32    | 33         | 65         |
| 08:15 AM    | 0                              | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 32                          | 0    | 0     | 32         | 0                          | 0    | 34    | 34         | 66         |
| 08:30 AM    | 0                              | 0    | 0     | 0          | 2                          | 2    | 0     | 4          | 36                          | 0    | 0     | 36         | 0                          | 0    | 22    | 22         | 62         |
| 08:45 AM    | 0                              | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 26                          | 0    | 0     | 26         | 0                          | 1    | 11    | 12         | 38         |
| Total       | 0                              | 0    | 0     | 0          | 2                          | 4    | 0     | 6          | 123                         | 0    | 1     | 124        | 0                          | 2    | 99    | 101        | 231        |
| Grand Total | 0                              | 1    | 0     | 1          | 4                          | 5    | 0     | 9          | 294                         | 1    | 2     | 297        | 1                          | 7    | 208   | 216        | 523        |
| Apprch %    | 0                              | 100  | 0     |            | 44.4                       | 55.6 | 0     |            | 99                          | 0.3  | 0.7   |            | 0.5                        | 3.2  | 96.3  |            |            |
| Total %     | 0                              | 0.2  | 0     | 0.2        | 0.8                        | 1    | 0     | 1.7        | 56.2                        | 0.2  | 0.4   | 56.8       | 0.2                        | 1.3  | 39.8  | 41.3       |            |

|                                                            | Private Driveway<br>Southbound |      |       |            | Quarry Street<br>Westbound |      |       |            | Rimpau Avenue<br>Northbound |      |       |            | Quarry Street<br>Eastbound |      |       |            |            |
|------------------------------------------------------------|--------------------------------|------|-------|------------|----------------------------|------|-------|------------|-----------------------------|------|-------|------------|----------------------------|------|-------|------------|------------|
| Start Time                                                 | Left                           | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1 |                                |      |       |            |                            |      |       |            |                             |      |       |            |                            |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                                |      |       |            |                            |      |       |            |                             |      |       |            |                            |      |       |            |            |
| 07:30 AM                                                   | 0                              | 0    | 0     | 0          | 0                          | 1    | 0     | 1          | 39                          | 0    | 0     | 39         | 0                          | 0    | 27    | 27         | 67         |
| 07:45 AM                                                   | 0                              | 1    | 0     | 1          | 1                          | 0    | 0     | 1          | 43                          | 1    | 0     | 44         | 1                          | 1    | 32    | 34         | 80         |
| 08:00 AM                                                   | 0                              | 0    | 0     | 0          | 0                          | 2    | 0     | 2          | 29                          | 0    | 1     | 30         | 0                          | 1    | 32    | 33         | 65         |
| 08:15 AM                                                   | 0                              | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 32                          | 0    | 0     | 32         | 0                          | 0    | 34    | 34         | 66         |
| Total Volume                                               | 0                              | 1    | 0     | 1          | 1                          | 3    | 0     | 4          | 143                         | 1    | 1     | 145        | 1                          | 2    | 125   | 128        | 278        |
| % App. Total                                               | 0                              | 100  | 0     |            | 25                         | 75   | 0     |            | 98.6                        | 0.7  | 0.7   |            | 0.8                        | 1.6  | 97.7  |            |            |
| PHF                                                        | .000                           | .250 | .000  | .250       | .250                       | .375 | .000  | .500       | .831                        | .250 | .250  | .824       | .250                       | .500 | .919  | .941       | .869       |

City of Corona  
N/S: Rimpau Avenue  
E/W: Quarry Street  
Weather: Clear

File Name : 05\_COR\_Rim\_Qua AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 07:00 AM |      |      |      | 07:45 AM |      |      |      | 07:30 AM |      |      |      | 07:30 AM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 0        | 0    | 0    | 0    | 1        | 0    | 0    | 1    | 39       | 0    | 0    | 39   | 0        | 0    | 27   | 27   |
| +15 mins.    | 0        | 0    | 0    | 0    | 0        | 2    | 0    | 2    | 43       | 1    | 0    | 44   | 1        | 1    | 32   | 34   |
| +30 mins.    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 29       | 0    | 1    | 30   | 0        | 1    | 32   | 33   |
| +45 mins.    | 0        | 1    | 0    | 1    | 2        | 2    | 0    | 4    | 32       | 0    | 0    | 32   | 0        | 0    | 34   | 34   |
| Total Volume | 0        | 1    | 0    | 1    | 3        | 4    | 0    | 7    | 143      | 1    | 1    | 145  | 1        | 2    | 125  | 128  |
| % App. Total | 0        | 100  | 0    |      | 42.9     | 57.1 | 0    |      | 98.6     | 0.7  | 0.7  |      | 0.8      | 1.6  | 97.7 |      |
| PHF          | .000     | .250 | .000 | .250 | .375     | .500 | .000 | .438 | .831     | .250 | .250 | .824 | .250     | .500 | .919 | .941 |

City of Corona  
N/S: Rimpau Avenue  
E/W: Quarry Street  
Weather: Clear

File Name : 05\_COR\_Rim\_Qua PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

Groups Printed- Total Volume

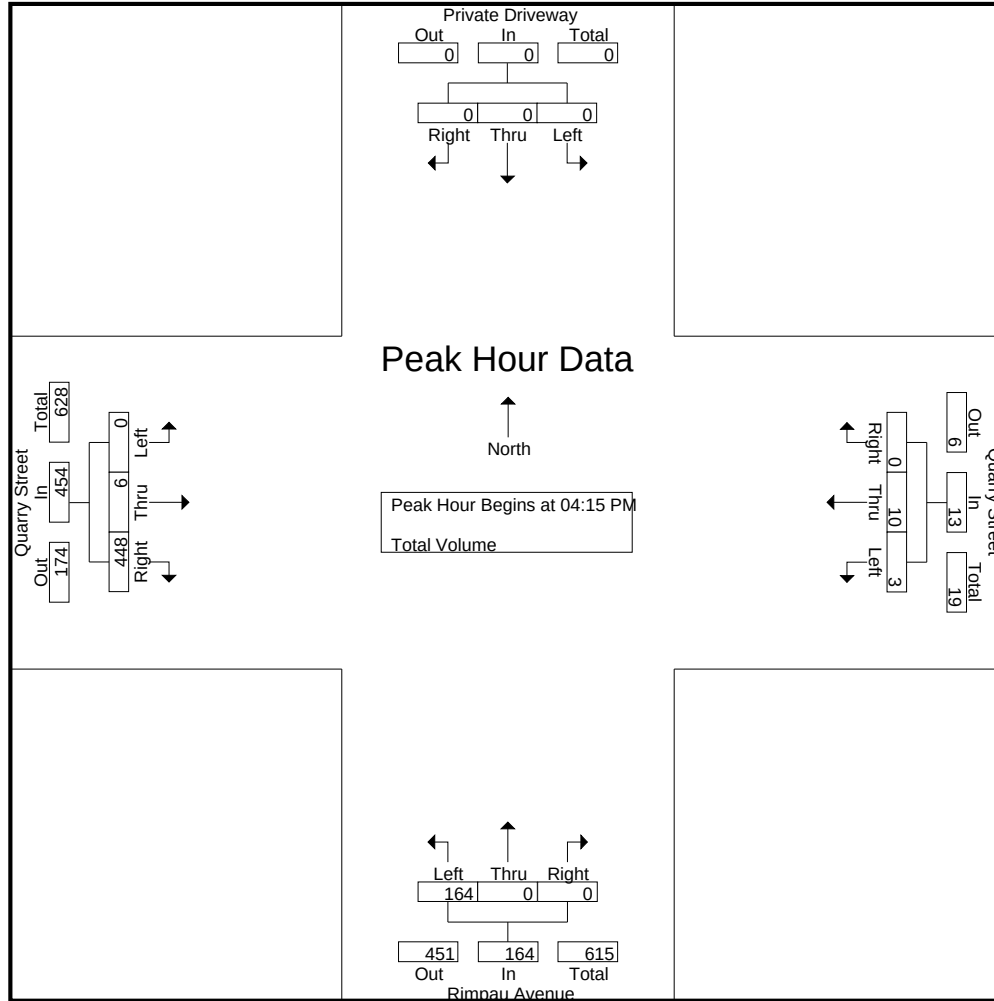
|             | Private Driveway<br>Southbound |      |       |            | Quarry Street<br>Westbound |      |       |            | Rimpau Avenue<br>Northbound |      |       |            | Quarry Street<br>Eastbound |      |       |            |            |
|-------------|--------------------------------|------|-------|------------|----------------------------|------|-------|------------|-----------------------------|------|-------|------------|----------------------------|------|-------|------------|------------|
| Start Time  | Left                           | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Int. Total |
| 04:00 PM    | 0                              | 0    | 1     | 1          | 0                          | 1    | 0     | 1          | 53                          | 0    | 0     | 53         | 0                          | 0    | 83    | 83         | 138        |
| 04:15 PM    | 0                              | 0    | 0     | 0          | 0                          | 4    | 0     | 4          | 28                          | 0    | 0     | 28         | 0                          | 0    | 128   | 128        | 160        |
| 04:30 PM    | 0                              | 0    | 0     | 0          | 0                          | 1    | 0     | 1          | 40                          | 0    | 0     | 40         | 0                          | 1    | 139   | 140        | 181        |
| 04:45 PM    | 0                              | 0    | 0     | 0          | 3                          | 2    | 0     | 5          | 52                          | 0    | 0     | 52         | 0                          | 3    | 90    | 93         | 150        |
| Total       | 0                              | 0    | 1     | 1          | 3                          | 8    | 0     | 11         | 173                         | 0    | 0     | 173        | 0                          | 4    | 440   | 444        | 629        |
| 05:00 PM    | 0                              | 0    | 0     | 0          | 0                          | 3    | 0     | 3          | 44                          | 0    | 0     | 44         | 0                          | 2    | 91    | 93         | 140        |
| 05:15 PM    | 0                              | 0    | 0     | 0          | 3                          | 5    | 0     | 8          | 41                          | 0    | 4     | 45         | 0                          | 2    | 76    | 78         | 131        |
| 05:30 PM    | 0                              | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 32                          | 0    | 1     | 33         | 0                          | 2    | 52    | 54         | 87         |
| 05:45 PM    | 0                              | 0    | 0     | 0          | 3                          | 5    | 0     | 8          | 27                          | 0    | 0     | 27         | 0                          | 2    | 83    | 85         | 120        |
| Total       | 0                              | 0    | 0     | 0          | 6                          | 13   | 0     | 19         | 144                         | 0    | 5     | 149        | 0                          | 8    | 302   | 310        | 478        |
| Grand Total | 0                              | 0    | 1     | 1          | 9                          | 21   | 0     | 30         | 317                         | 0    | 5     | 322        | 0                          | 12   | 742   | 754        | 1107       |
| Apprch %    | 0                              | 0    | 100   |            | 30                         | 70   | 0     |            | 98.4                        | 0    | 1.6   |            | 0                          | 1.6  | 98.4  |            |            |
| Total %     | 0                              | 0    | 0.1   | 0.1        | 0.8                        | 1.9  | 0     | 2.7        | 28.6                        | 0    | 0.5   | 29.1       | 0                          | 1.1  | 67    | 68.1       |            |

|                                                            | Private Driveway<br>Southbound |      |       |            | Quarry Street<br>Westbound |          |       |            | Rimpau Avenue<br>Northbound |      |       |            | Quarry Street<br>Eastbound |          |            |            |            |
|------------------------------------------------------------|--------------------------------|------|-------|------------|----------------------------|----------|-------|------------|-----------------------------|------|-------|------------|----------------------------|----------|------------|------------|------------|
| Start Time                                                 | Left                           | Thru | Right | App. Total | Left                       | Thru     | Right | App. Total | Left                        | Thru | Right | App. Total | Left                       | Thru     | Right      | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                                |      |       |            |                            |          |       |            |                             |      |       |            |                            |          |            |            |            |
| Peak Hour for Entire Intersection Begins at 04:15 PM       |                                |      |       |            |                            |          |       |            |                             |      |       |            |                            |          |            |            |            |
| 04:15 PM                                                   | 0                              | 0    | 0     | 0          | 0                          | <b>4</b> | 0     | 4          | 28                          | 0    | 0     | 28         | 0                          | 0        | 128        | 128        | 160        |
| 04:30 PM                                                   | 0                              | 0    | 0     | 0          | 0                          | 1        | 0     | 1          | 40                          | 0    | 0     | 40         | 0                          | 1        | <b>139</b> | <b>140</b> | <b>181</b> |
| 04:45 PM                                                   | 0                              | 0    | 0     | 0          | <b>3</b>                   | 2        | 0     | <b>5</b>   | <b>52</b>                   | 0    | 0     | <b>52</b>  | 0                          | <b>3</b> | 90         | 93         | 150        |
| 05:00 PM                                                   | 0                              | 0    | 0     | 0          | 0                          | 3        | 0     | 3          | 44                          | 0    | 0     | 44         | 0                          | 2        | 91         | 93         | 140        |
| Total Volume                                               | 0                              | 0    | 0     | 0          | 3                          | 10       | 0     | 13         | 164                         | 0    | 0     | 164        | 0                          | 6        | 448        | 454        | 631        |
| % App. Total                                               | 0                              | 0    | 0     |            | 23.1                       | 76.9     | 0     |            | 100                         | 0    | 0     |            | 0                          | 1.3      | 98.7       |            |            |
| PHF                                                        | .000                           | .000 | .000  | .000       | .250                       | .625     | .000  | .650       | .788                        | .000 | .000  | .788       | .000                       | .500     | .806       | .811       | .872       |



City of Corona  
N/S: Rimpau Avenue  
E/W: Quarry Street  
Weather: Clear

File Name : 05\_COR\_Rim\_Qua PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



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

|              | 04:00 PM |      |      |      | 05:00 PM |      |      |      | 04:30 PM |      |      |      | 04:15 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 0        | 0    | 1    | 1    | 0        | 3    | 0    | 3    | 40       | 0    | 0    | 40   | 0        | 0    | 128  | 128  |
| +15 mins.    | 0        | 0    | 0    | 0    | 3        | 5    | 0    | 8    | 52       | 0    | 0    | 52   | 0        | 1    | 139  | 140  |
| +30 mins.    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 44       | 0    | 0    | 44   | 0        | 3    | 90   | 93   |
| +45 mins.    | 0        | 0    | 0    | 0    | 3        | 5    | 0    | 8    | 41       | 0    | 4    | 45   | 0        | 2    | 91   | 93   |
| Total Volume | 0        | 0    | 1    | 1    | 6        | 13   | 0    | 19   | 177      | 0    | 4    | 181  | 0        | 6    | 448  | 454  |
| % App. Total | 0        | 0    | 100  |      | 31.6     | 68.4 | 0    |      | 97.8     | 0    | 2.2  |      | 0        | 1.3  | 98.7 |      |
| PHF          | .000     | .000 | .250 | .250 | .500     | .650 | .000 | .594 | .851     | .000 | .250 | .870 | .000     | .500 | .806 | .811 |

City of Corona  
N/S: Rimpau Avenue  
E/W: Quarry Street  
Weather: Clear

File Name : 05\_COR\_Rim\_Qua SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 1

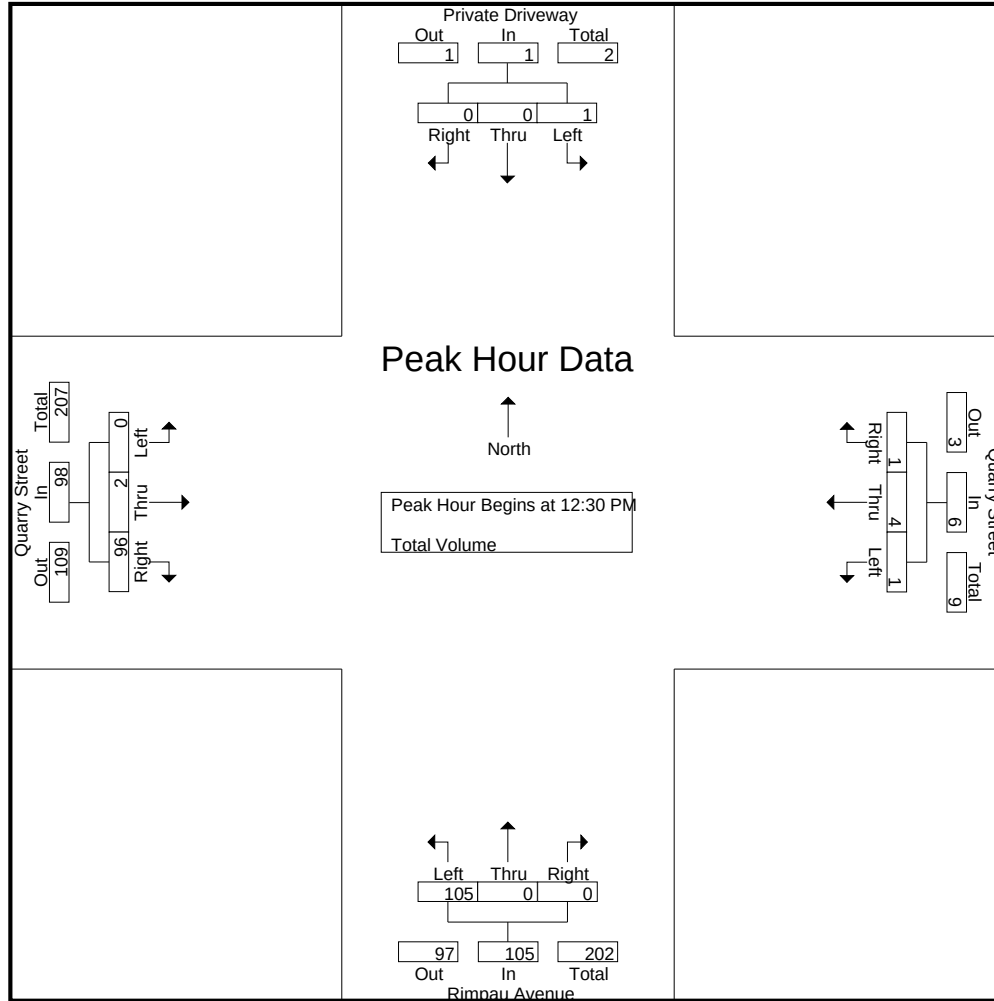
Groups Printed- Total Volume

|             | Private Driveway<br>Southbound |      |       |            | Quarry Street<br>Westbound |      |       |            | Rimpau Avenue<br>Northbound |      |       |            | Quarry Street<br>Eastbound |      |       |            |            |
|-------------|--------------------------------|------|-------|------------|----------------------------|------|-------|------------|-----------------------------|------|-------|------------|----------------------------|------|-------|------------|------------|
| Start Time  | Left                           | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Int. Total |
| 12:00 PM    | 1                              | 0    | 0     | 1          | 0                          | 0    | 1     | 1          | 22                          | 0    | 0     | 22         | 0                          | 0    | 29    | 29         | 53         |
| 12:15 PM    | 0                              | 0    | 0     | 0          | 0                          | 1    | 0     | 1          | 25                          | 0    | 0     | 25         | 0                          | 0    | 18    | 18         | 44         |
| 12:30 PM    | 0                              | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 29                          | 0    | 0     | 29         | 0                          | 1    | 22    | 23         | 52         |
| 12:45 PM    | 0                              | 0    | 0     | 0          | 0                          | 1    | 0     | 1          | 29                          | 0    | 0     | 29         | 0                          | 1    | 17    | 18         | 48         |
| Total       | 1                              | 0    | 0     | 1          | 0                          | 2    | 1     | 3          | 105                         | 0    | 0     | 105        | 0                          | 2    | 86    | 88         | 197        |
| 01:00 PM    | 1                              | 0    | 0     | 1          | 0                          | 2    | 1     | 3          | 22                          | 0    | 0     | 22         | 0                          | 0    | 29    | 29         | 55         |
| 01:15 PM    | 0                              | 0    | 0     | 0          | 1                          | 1    | 0     | 2          | 25                          | 0    | 0     | 25         | 0                          | 0    | 28    | 28         | 55         |
| 01:30 PM    | 0                              | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 26                          | 0    | 0     | 26         | 0                          | 0    | 17    | 17         | 43         |
| 01:45 PM    | 0                              | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 20                          | 0    | 0     | 20         | 0                          | 0    | 21    | 21         | 41         |
| Total       | 1                              | 0    | 0     | 1          | 1                          | 3    | 1     | 5          | 93                          | 0    | 0     | 93         | 0                          | 0    | 95    | 95         | 194        |
| Grand Total | 2                              | 0    | 0     | 2          | 1                          | 5    | 2     | 8          | 198                         | 0    | 0     | 198        | 0                          | 2    | 181   | 183        | 391        |
| Apprch %    | 100                            | 0    | 0     |            | 12.5                       | 62.5 | 25    |            | 100                         | 0    | 0     |            | 0                          | 1.1  | 98.9  |            |            |
| Total %     | 0.5                            | 0    | 0     | 0.5        | 0.3                        | 1.3  | 0.5   | 2          | 50.6                        | 0    | 0     | 50.6       | 0                          | 0.5  | 46.3  | 46.8       |            |

|                                                            | Private Driveway<br>Southbound |      |       |            | Quarry Street<br>Westbound |      |       |            | Rimpau Avenue<br>Northbound |      |       |            | Quarry Street<br>Eastbound |      |       |            |            |
|------------------------------------------------------------|--------------------------------|------|-------|------------|----------------------------|------|-------|------------|-----------------------------|------|-------|------------|----------------------------|------|-------|------------|------------|
| Start Time                                                 | Left                           | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1 |                                |      |       |            |                            |      |       |            |                             |      |       |            |                            |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 12:30 PM       |                                |      |       |            |                            |      |       |            |                             |      |       |            |                            |      |       |            |            |
| 12:30 PM                                                   | 0                              | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 29                          | 0    | 0     | 29         | 0                          | 1    | 22    | 23         | 52         |
| 12:45 PM                                                   | 0                              | 0    | 0     | 0          | 0                          | 1    | 0     | 1          | 29                          | 0    | 0     | 29         | 0                          | 1    | 17    | 18         | 48         |
| 01:00 PM                                                   | 1                              | 0    | 0     | 1          | 0                          | 2    | 1     | 3          | 22                          | 0    | 0     | 22         | 0                          | 0    | 29    | 29         | 55         |
| 01:15 PM                                                   | 0                              | 0    | 0     | 0          | 1                          | 1    | 0     | 2          | 25                          | 0    | 0     | 25         | 0                          | 0    | 28    | 28         | 55         |
| Total Volume                                               | 1                              | 0    | 0     | 1          | 1                          | 4    | 1     | 6          | 105                         | 0    | 0     | 105        | 0                          | 2    | 96    | 98         | 210        |
| % App. Total                                               | 100                            | 0    | 0     |            | 16.7                       | 66.7 | 16.7  |            | 100                         | 0    | 0     |            | 0                          | 2    | 98    |            |            |
| PHF                                                        | .250                           | .000 | .000  | .250       | .250                       | .500 | .250  | .500       | .905                        | .000 | .000  | .905       | .000                       | .500 | .828  | .845       | .955       |

City of Corona  
N/S: Rimpau Avenue  
E/W: Quarry Street  
Weather: Clear

File Name : 05\_COR\_Rim\_Qua SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 12:00 PM |      |      |      | 12:30 PM |      |      |      | 12:00 PM |      |      |      | 12:30 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 1        | 0    | 0    | 1    | 0        | 0    | 0    | 0    | 22       | 0    | 0    | 22   | 0        | 1    | 22   | 23   |
| +15 mins.    | 0        | 0    | 0    | 0    | 0        | 1    | 0    | 1    | 25       | 0    | 0    | 25   | 0        | 1    | 17   | 18   |
| +30 mins.    | 0        | 0    | 0    | 0    | 0        | 2    | 1    | 3    | 29       | 0    | 0    | 29   | 0        | 0    | 29   | 29   |
| +45 mins.    | 0        | 0    | 0    | 0    | 1        | 1    | 0    | 2    | 29       | 0    | 0    | 29   | 0        | 0    | 28   | 28   |
| Total Volume | 1        | 0    | 0    | 1    | 1        | 4    | 1    | 6    | 105      | 0    | 0    | 105  | 0        | 2    | 96   | 98   |
| % App. Total | 100      | 0    | 0    |      | 16.7     | 66.7 | 16.7 |      | 100      | 0    | 0    |      | 0        | 2    | 98   |      |
| PHF          | .250     | .000 | .000 | .250 | .250     | .500 | .250 | .500 | .905     | .000 | .000 | .905 | .000     | .500 | .828 | .845 |

Location: Corona  
 N/S: Rimpau Avenue  
 E/W: Quarry Street



PEDESTRIANS

Date: 2/26/2026  
 Day: Thursday

|                | North Leg<br>Private Driveway | East Leg<br>Quarry Street | South Leg<br>Rimpau Avenue | West Leg<br>Quarry Street |   |
|----------------|-------------------------------|---------------------------|----------------------------|---------------------------|---|
|                | Pedestrians                   | Pedestrians               | Pedestrians                | Pedestrians               |   |
| 6:30 AM        | 0                             | 0                         | 0                          | 0                         | 0 |
| 6:45 AM        | 0                             | 0                         | 0                          | 0                         | 0 |
| 7:00 AM        | 1                             | 1                         | 1                          | 1                         | 4 |
| 7:15 AM        | 0                             | 0                         | 0                          | 0                         | 0 |
| 7:30 AM        | 0                             | 2                         | 0                          | 0                         | 2 |
| 7:45 AM        | 0                             | 0                         | 1                          | 0                         | 1 |
| 8:00 AM        | 0                             | 0                         | 0                          | 0                         | 0 |
| 8:15 AM        | 0                             | 0                         | 0                          | 0                         | 0 |
| 8:30 AM        | 0                             | 0                         | 0                          | 0                         | 0 |
| 8:45 AM        | 0                             | 0                         | 0                          | 1                         | 1 |
| TOTAL VOLUMES: | 1                             | 3                         | 2                          | 2                         | 8 |

Date: 2/26/2026  
 Day: Thursday

|                | North Leg<br>Private Driveway | East Leg<br>Quarry Street | South Leg<br>Rimpau Avenue | West Leg<br>Quarry Street |   |
|----------------|-------------------------------|---------------------------|----------------------------|---------------------------|---|
|                | Pedestrians                   | Pedestrians               | Pedestrians                | Pedestrians               |   |
| 4:00 PM        | 0                             | 0                         | 0                          | 0                         | 0 |
| 4:15 PM        | 0                             | 0                         | 0                          | 0                         | 0 |
| 4:30 PM        | 0                             | 0                         | 0                          | 0                         | 0 |
| 4:45 PM        | 0                             | 0                         | 0                          | 0                         | 0 |
| 5:00 PM        | 0                             | 0                         | 0                          | 0                         | 0 |
| 5:15 PM        | 0                             | 0                         | 2                          | 0                         | 2 |
| 5:30 PM        | 0                             | 0                         | 0                          | 0                         | 0 |
| 5:45 PM        | 0                             | 0                         | 0                          | 0                         | 0 |
| TOTAL VOLUMES: | 0                             | 0                         | 2                          | 0                         | 2 |

Date: 2/28/2026  
 Day: Saturday

|                | North Leg<br>Private Driveway | East Leg<br>Quarry Street | South Leg<br>Rimpau Avenue | West Leg<br>Quarry Street |   |
|----------------|-------------------------------|---------------------------|----------------------------|---------------------------|---|
|                | Pedestrians                   | Pedestrians               | Pedestrians                | Pedestrians               |   |
| 12:00 PM       | 0                             | 0                         | 0                          | 0                         | 0 |
| 12:15 PM       | 0                             | 0                         | 0                          | 0                         | 0 |
| 12:30 PM       | 0                             | 0                         | 0                          | 0                         | 0 |
| 12:45 PM       | 1                             | 0                         | 0                          | 0                         | 1 |
| 1:00 PM        | 0                             | 0                         | 0                          | 0                         | 0 |
| 1:15 PM        | 0                             | 0                         | 0                          | 0                         | 0 |
| 1:30 PM        | 0                             | 0                         | 0                          | 0                         | 0 |
| 1:45 PM        | 0                             | 0                         | 0                          | 0                         | 0 |
| TOTAL VOLUMES: | 1                             | 0                         | 0                          | 0                         | 1 |

Location: Corona  
 N/S: Rimpau Avenue  
 E/W: Quarry Street



**BICYCLES**

Date: 2/26/2026  
 Day: Thursday

|                | Southbound<br>Private Driveway |      |       | Westbound<br>Quarry Street |      |       | Northbound<br>Rimpau Avenue |      |       | Eastbound<br>Quarry Street |      |       |   |
|----------------|--------------------------------|------|-------|----------------------------|------|-------|-----------------------------|------|-------|----------------------------|------|-------|---|
|                | Left                           | Thru | Right | Left                       | Thru | Right | Left                        | Thru | Right | Left                       | Thru | Right |   |
| 6:30 AM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                           | 0    | 0     | 0                          | 0    | 0     | 0 |
| 6:45 AM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 1                           | 0    | 0     | 0                          | 0    | 0     | 1 |
| 7:00 AM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                           | 0    | 0     | 0                          | 0    | 0     | 0 |
| 7:15 AM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                           | 0    | 0     | 0                          | 0    | 1     | 1 |
| 7:30 AM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                           | 0    | 0     | 0                          | 0    | 1     | 1 |
| 7:45 AM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 2                           | 0    | 0     | 0                          | 0    | 0     | 2 |
| 8:00 AM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                           | 0    | 0     | 0                          | 0    | 0     | 0 |
| 8:15 AM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 1                           | 0    | 0     | 0                          | 0    | 0     | 1 |
| 8:30 AM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                           | 0    | 0     | 0                          | 0    | 0     | 0 |
| 8:45 AM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                           | 0    | 0     | 0                          | 0    | 0     | 0 |
| TOTAL VOLUMES: | 0                              | 0    | 0     | 0                          | 0    | 0     | 4                           | 0    | 0     | 0                          | 0    | 2     | 6 |

Date: 2/26/2026  
 Day: Thursday

|                | Southbound<br>Private Driveway |      |       | Westbound<br>Quarry Street |      |       | Northbound<br>Rimpau Avenue |      |       | Eastbound<br>Quarry Street |      |       |   |
|----------------|--------------------------------|------|-------|----------------------------|------|-------|-----------------------------|------|-------|----------------------------|------|-------|---|
|                | Left                           | Thru | Right | Left                       | Thru | Right | Left                        | Thru | Right | Left                       | Thru | Right |   |
| 4:00 PM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 1                           | 0    | 0     | 0                          | 0    | 0     | 1 |
| 4:15 PM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 1                           | 0    | 0     | 0                          | 0    | 0     | 1 |
| 4:30 PM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 1                           | 0    | 0     | 0                          | 0    | 1     | 2 |
| 4:45 PM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                           | 0    | 0     | 0                          | 0    | 1     | 1 |
| 5:00 PM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                           | 0    | 0     | 0                          | 0    | 0     | 0 |
| 5:15 PM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                           | 0    | 0     | 0                          | 0    | 2     | 2 |
| 5:30 PM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                           | 0    | 0     | 0                          | 0    | 0     | 0 |
| 5:45 PM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                           | 0    | 0     | 0                          | 0    | 1     | 1 |
| TOTAL VOLUMES: | 0                              | 0    | 0     | 0                          | 0    | 0     | 3                           | 0    | 0     | 0                          | 0    | 5     | 8 |

Date: 2/28/2026  
 Day: Saturday

|                | Southbound<br>Private Driveway |      |       | Westbound<br>Quarry Street |      |       | Northbound<br>Rimpau Avenue |      |       | Eastbound<br>Quarry Street |      |       |   |
|----------------|--------------------------------|------|-------|----------------------------|------|-------|-----------------------------|------|-------|----------------------------|------|-------|---|
|                | Left                           | Thru | Right | Left                       | Thru | Right | Left                        | Thru | Right | Left                       | Thru | Right |   |
| 12:00 PM       | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                           | 0    | 0     | 0                          | 0    | 1     | 1 |
| 12:15 PM       | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                           | 0    | 0     | 0                          | 0    | 0     | 0 |
| 12:30 PM       | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                           | 0    | 0     | 0                          | 0    | 0     | 0 |
| 12:45 PM       | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                           | 0    | 0     | 0                          | 0    | 0     | 0 |
| 1:00 PM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                           | 0    | 0     | 0                          | 0    | 4     | 4 |
| 1:15 PM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                           | 0    | 0     | 0                          | 0    | 0     | 0 |
| 1:30 PM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                           | 0    | 0     | 0                          | 0    | 0     | 0 |
| 1:45 PM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 1                           | 0    | 0     | 0                          | 0    | 0     | 1 |
| TOTAL VOLUMES: | 0                              | 0    | 0     | 0                          | 0    | 0     | 1                           | 0    | 0     | 0                          | 0    | 5     | 6 |

City of Corona  
N/S: E Grand Boulevard  
E/W: Kress Court  
Weather: Clear

File Name : 06\_COR\_E Gra\_Kress AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

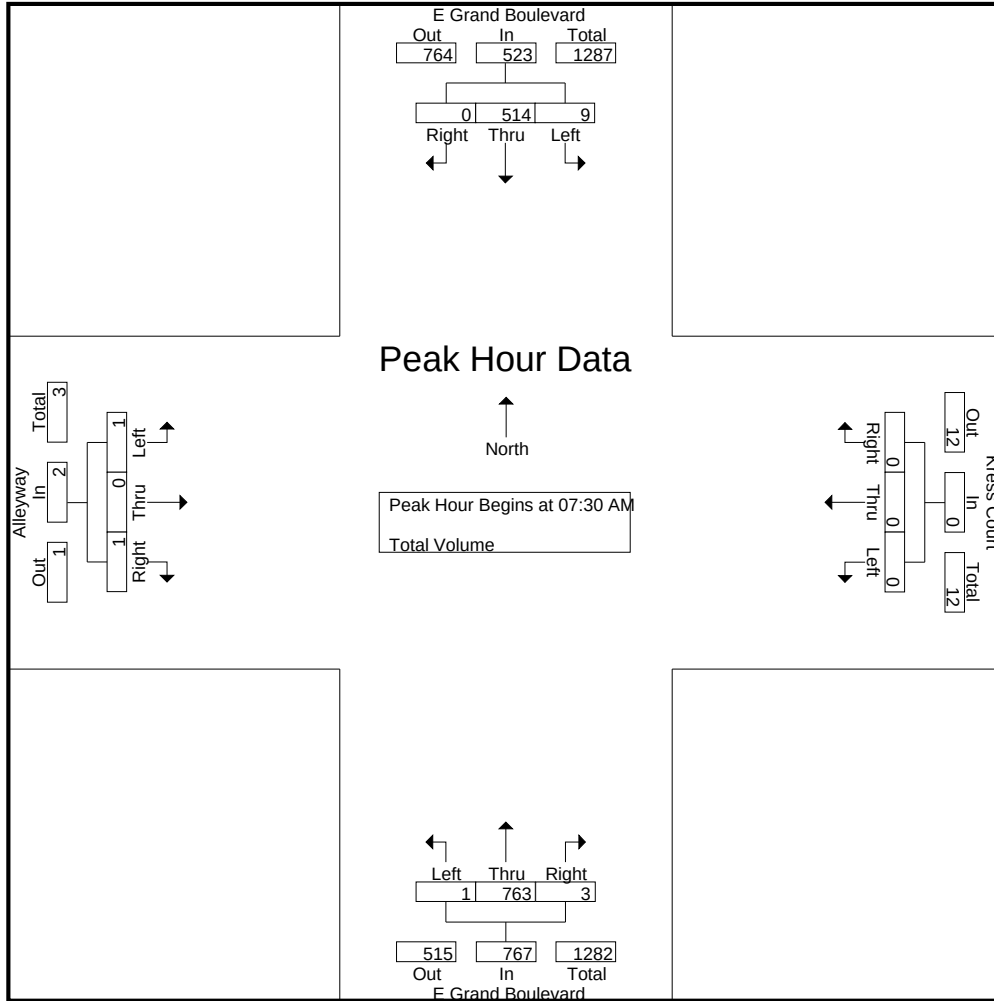
Groups Printed- Total Volume

|             | E Grand Boulevard<br>Southbound |      |       |            | Kress Court<br>Westbound |      |       |            | E Grand Boulevard<br>Northbound |      |       |            | Alleyway<br>Eastbound |      |       |            |            |
|-------------|---------------------------------|------|-------|------------|--------------------------|------|-------|------------|---------------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time  | Left                            | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                            | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. Total |
| 06:30 AM    | 0                               | 45   | 2     | 47         | 0                        | 0    | 1     | 1          | 1                               | 98   | 0     | 99         | 0                     | 0    | 0     | 0          | 147        |
| 06:45 AM    | 0                               | 55   | 1     | 56         | 0                        | 0    | 0     | 0          | 0                               | 110  | 0     | 110        | 1                     | 0    | 0     | 1          | 167        |
| Total       | 0                               | 100  | 3     | 103        | 0                        | 0    | 1     | 1          | 1                               | 208  | 0     | 209        | 1                     | 0    | 0     | 1          | 314        |
| 07:00 AM    | 0                               | 58   | 0     | 58         | 0                        | 0    | 0     | 0          | 2                               | 147  | 0     | 149        | 0                     | 0    | 0     | 0          | 207        |
| 07:15 AM    | 0                               | 111  | 0     | 111        | 0                        | 0    | 1     | 1          | 0                               | 166  | 1     | 167        | 0                     | 0    | 0     | 0          | 279        |
| 07:30 AM    | 2                               | 108  | 0     | 110        | 0                        | 0    | 0     | 0          | 0                               | 210  | 2     | 212        | 0                     | 0    | 1     | 1          | 323        |
| 07:45 AM    | 4                               | 151  | 0     | 155        | 0                        | 0    | 0     | 0          | 0                               | 198  | 0     | 198        | 0                     | 0    | 0     | 0          | 353        |
| Total       | 6                               | 428  | 0     | 434        | 0                        | 0    | 1     | 1          | 2                               | 721  | 3     | 726        | 0                     | 0    | 1     | 1          | 1162       |
| 08:00 AM    | 2                               | 133  | 0     | 135        | 0                        | 0    | 0     | 0          | 1                               | 179  | 0     | 180        | 1                     | 0    | 0     | 1          | 316        |
| 08:15 AM    | 1                               | 122  | 0     | 123        | 0                        | 0    | 0     | 0          | 0                               | 176  | 1     | 177        | 0                     | 0    | 0     | 0          | 300        |
| 08:30 AM    | 1                               | 96   | 0     | 97         | 0                        | 0    | 0     | 0          | 0                               | 181  | 0     | 181        | 0                     | 0    | 0     | 0          | 278        |
| 08:45 AM    | 0                               | 93   | 0     | 93         | 0                        | 0    | 0     | 0          | 0                               | 179  | 2     | 181        | 0                     | 0    | 0     | 0          | 274        |
| Total       | 4                               | 444  | 0     | 448        | 0                        | 0    | 0     | 0          | 1                               | 715  | 3     | 719        | 1                     | 0    | 0     | 1          | 1168       |
| Grand Total | 10                              | 972  | 3     | 985        | 0                        | 0    | 2     | 2          | 4                               | 1644 | 6     | 1654       | 2                     | 0    | 1     | 3          | 2644       |
| Apprch %    | 1                               | 98.7 | 0.3   |            | 0                        | 0    | 100   |            | 0.2                             | 99.4 | 0.4   |            | 66.7                  | 0    | 33.3  |            |            |
| Total %     | 0.4                             | 36.8 | 0.1   | 37.3       | 0                        | 0    | 0.1   | 0.1        | 0.2                             | 62.2 | 0.2   | 62.6       | 0.1                   | 0    | 0     | 0.1        |            |

|                                                            | E Grand Boulevard<br>Southbound |      |       |            | Kress Court<br>Westbound |      |       |            | E Grand Boulevard<br>Northbound |      |       |            | Alleyway<br>Eastbound |      |       |            |            |
|------------------------------------------------------------|---------------------------------|------|-------|------------|--------------------------|------|-------|------------|---------------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time                                                 | Left                            | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                            | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1 |                                 |      |       |            |                          |      |       |            |                                 |      |       |            |                       |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                                 |      |       |            |                          |      |       |            |                                 |      |       |            |                       |      |       |            |            |
| 07:30 AM                                                   | 2                               | 108  | 0     | 110        | 0                        | 0    | 0     | 0          | 0                               | 210  | 2     | 212        | 0                     | 0    | 1     | 1          | 323        |
| 07:45 AM                                                   | 4                               | 151  | 0     | 155        | 0                        | 0    | 0     | 0          | 0                               | 198  | 0     | 198        | 0                     | 0    | 0     | 0          | 353        |
| 08:00 AM                                                   | 2                               | 133  | 0     | 135        | 0                        | 0    | 0     | 0          | 1                               | 179  | 0     | 180        | 1                     | 0    | 0     | 1          | 316        |
| 08:15 AM                                                   | 1                               | 122  | 0     | 123        | 0                        | 0    | 0     | 0          | 0                               | 176  | 1     | 177        | 0                     | 0    | 0     | 0          | 300        |
| Total Volume                                               | 9                               | 514  | 0     | 523        | 0                        | 0    | 0     | 0          | 1                               | 763  | 3     | 767        | 1                     | 0    | 1     | 2          | 1292       |
| % App. Total                                               | 1.7                             | 98.3 | 0     |            | 0                        | 0    | 0     |            | 0.1                             | 99.5 | 0.4   |            | 50                    | 0    | 50    |            |            |
| PHF                                                        | .563                            | .851 | .000  | .844       | .000                     | .000 | .000  | .000       | .250                            | .908 | .375  | .904       | .250                  | .000 | .250  | .500       | .915       |

City of Corona  
N/S: E Grand Boulevard  
E/W: Kress Court  
Weather: Clear

File Name : 06\_COR\_E Gra\_Kress AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 07:30 AM |      |      |      | 06:30 AM |      |      |      | 07:30 AM |      |      |      | 06:45 AM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 2        | 108  | 0    | 110  | 0        | 0    | 1    | 1    | 0        | 210  | 2    | 212  | 1        | 0    | 0    | 1    |
| +15 mins.    | 4        | 151  | 0    | 155  | 0        | 0    | 0    | 0    | 0        | 198  | 0    | 198  | 0        | 0    | 0    | 0    |
| +30 mins.    | 2        | 133  | 0    | 135  | 0        | 0    | 0    | 0    | 1        | 179  | 0    | 180  | 0        | 0    | 0    | 0    |
| +45 mins.    | 1        | 122  | 0    | 123  | 0        | 0    | 1    | 1    | 0        | 176  | 1    | 177  | 0        | 0    | 1    | 1    |
| Total Volume | 9        | 514  | 0    | 523  | 0        | 0    | 2    | 2    | 1        | 763  | 3    | 767  | 1        | 0    | 1    | 2    |
| % App. Total | 1.7      | 98.3 | 0    |      | 0        | 0    | 100  |      | 0.1      | 99.5 | 0.4  |      | 50       | 0    | 50   |      |
| PHF          | .563     | .851 | .000 | .844 | .000     | .000 | .500 | .500 | .250     | .908 | .375 | .904 | .250     | .000 | .250 | .500 |

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

City of Corona  
N/S: E Grand Boulevard  
E/W: Kress Court  
Weather: Clear

File Name : 06\_COR\_E Gra\_Kress PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

Groups Printed- Total Volume

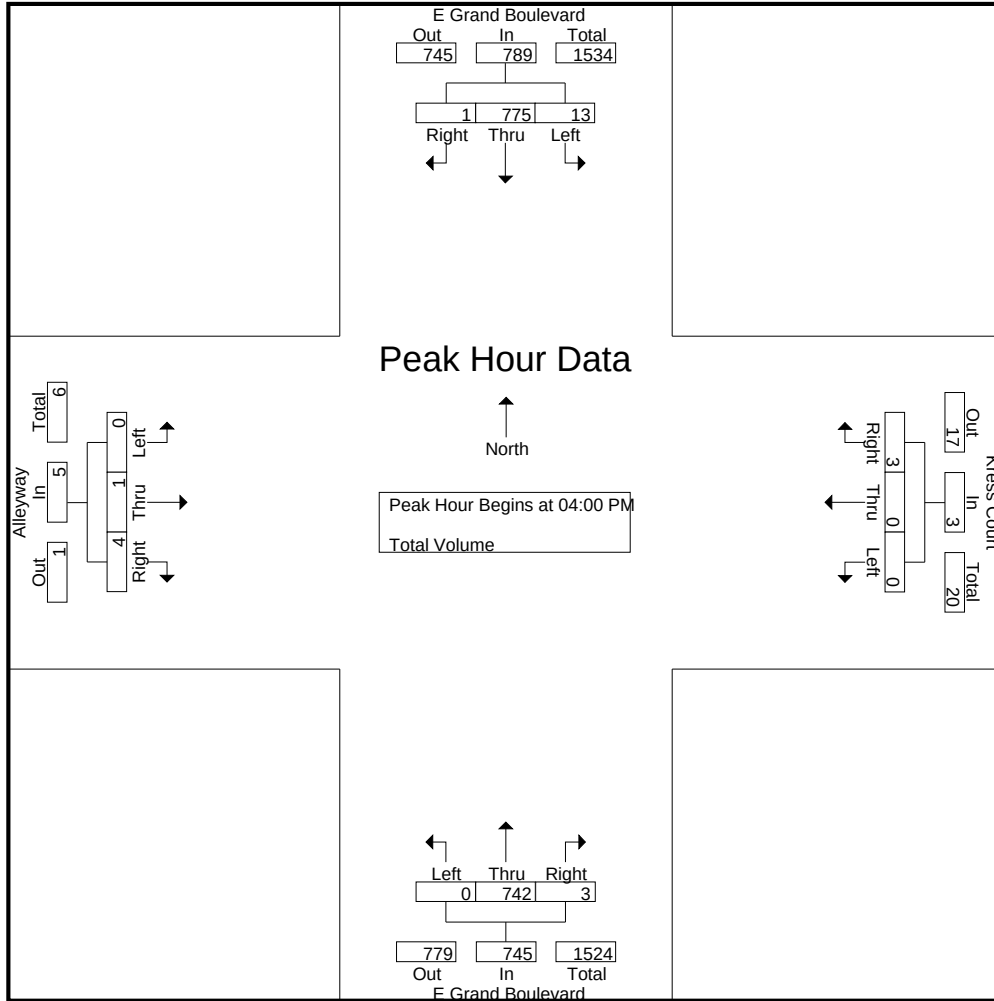
|             | E Grand Boulevard<br>Southbound |      |       |            | Kress Court<br>Westbound |      |       |            | E Grand Boulevard<br>Northbound |      |       |            | Alleyway<br>Eastbound |      |       |            |            |
|-------------|---------------------------------|------|-------|------------|--------------------------|------|-------|------------|---------------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time  | Left                            | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                            | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. Total |
| 04:00 PM    | 5                               | 196  | 1     | 202        | 0                        | 0    | 1     | 1          | 0                               | 196  | 1     | 197        | 0                     | 0    | 0     | 0          | 400        |
| 04:15 PM    | 2                               | 199  | 0     | 201        | 0                        | 0    | 1     | 1          | 0                               | 155  | 0     | 155        | 0                     | 0    | 3     | 3          | 360        |
| 04:30 PM    | 1                               | 188  | 0     | 189        | 0                        | 0    | 0     | 0          | 0                               | 168  | 0     | 168        | 0                     | 1    | 1     | 2          | 359        |
| 04:45 PM    | 5                               | 192  | 0     | 197        | 0                        | 0    | 1     | 1          | 0                               | 223  | 2     | 225        | 0                     | 0    | 0     | 0          | 423        |
| Total       | 13                              | 775  | 1     | 789        | 0                        | 0    | 3     | 3          | 0                               | 742  | 3     | 745        | 0                     | 1    | 4     | 5          | 1542       |
| 05:00 PM    | 4                               | 163  | 0     | 167        | 0                        | 0    | 0     | 0          | 0                               | 201  | 1     | 202        | 0                     | 0    | 0     | 0          | 369        |
| 05:15 PM    | 0                               | 181  | 1     | 182        | 0                        | 0    | 0     | 0          | 0                               | 196  | 1     | 197        | 0                     | 0    | 0     | 0          | 379        |
| 05:30 PM    | 1                               | 158  | 3     | 162        | 0                        | 0    | 0     | 0          | 0                               | 155  | 0     | 155        | 0                     | 0    | 1     | 1          | 318        |
| 05:45 PM    | 1                               | 170  | 1     | 172        | 0                        | 0    | 1     | 1          | 0                               | 132  | 1     | 133        | 0                     | 0    | 1     | 1          | 307        |
| Total       | 6                               | 672  | 5     | 683        | 0                        | 0    | 1     | 1          | 0                               | 684  | 3     | 687        | 0                     | 0    | 2     | 2          | 1373       |
| Grand Total | 19                              | 1447 | 6     | 1472       | 0                        | 0    | 4     | 4          | 0                               | 1426 | 6     | 1432       | 0                     | 1    | 6     | 7          | 2915       |
| Apprch %    | 1.3                             | 98.3 | 0.4   |            | 0                        | 0    | 100   |            | 0                               | 99.6 | 0.4   |            | 0                     | 14.3 | 85.7  |            |            |
| Total %     | 0.7                             | 49.6 | 0.2   | 50.5       | 0                        | 0    | 0.1   | 0.1        | 0                               | 48.9 | 0.2   | 49.1       | 0                     | 0    | 0.2   | 0.2        |            |

|                                                            | E Grand Boulevard<br>Southbound |      |       |            | Kress Court<br>Westbound |      |       |            | E Grand Boulevard<br>Northbound |      |       |            | Alleyway<br>Eastbound |      |       |            |            |
|------------------------------------------------------------|---------------------------------|------|-------|------------|--------------------------|------|-------|------------|---------------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time                                                 | Left                            | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                            | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                                 |      |       |            |                          |      |       |            |                                 |      |       |            |                       |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |                                 |      |       |            |                          |      |       |            |                                 |      |       |            |                       |      |       |            |            |
| 04:00 PM                                                   | 5                               | 196  | 1     | 202        | 0                        | 0    | 1     | 1          | 0                               | 196  | 1     | 197        | 0                     | 0    | 0     | 0          | 400        |
| 04:15 PM                                                   | 2                               | 199  | 0     | 201        | 0                        | 0    | 1     | 1          | 0                               | 155  | 0     | 155        | 0                     | 0    | 3     | 3          | 360        |
| 04:30 PM                                                   | 1                               | 188  | 0     | 189        | 0                        | 0    | 0     | 0          | 0                               | 168  | 0     | 168        | 0                     | 1    | 1     | 2          | 359        |
| 04:45 PM                                                   | 5                               | 192  | 0     | 197        | 0                        | 0    | 1     | 1          | 0                               | 223  | 2     | 225        | 0                     | 0    | 0     | 0          | 423        |
| Total Volume                                               | 13                              | 775  | 1     | 789        | 0                        | 0    | 3     | 3          | 0                               | 742  | 3     | 745        | 0                     | 1    | 4     | 5          | 1542       |
| % App. Total                                               | 1.6                             | 98.2 | 0.1   |            | 0                        | 0    | 100   |            | 0                               | 99.6 | 0.4   |            | 0                     | 20   | 80    |            |            |
| PHF                                                        | .650                            | .974 | .250  | .976       | .000                     | .000 | .750  | .750       | .000                            | .832 | .375  | .828       | .000                  | .250 | .333  | .417       | .911       |



City of Corona  
N/S: E Grand Boulevard  
E/W: Kress Court  
Weather: Clear

File Name : 06\_COR\_E Gra\_Kress PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



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

|              | 04:00 PM |      |      |      | 04:00 PM |      |      |      | 04:30 PM |      |      |      | 04:00 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 5        | 196  | 1    | 202  | 0        | 0    | 1    | 1    | 0        | 168  | 0    | 168  | 0        | 0    | 0    | 0    |
| +15 mins.    | 2        | 199  | 0    | 201  | 0        | 0    | 1    | 1    | 0        | 223  | 2    | 225  | 0        | 0    | 3    | 3    |
| +30 mins.    | 1        | 188  | 0    | 189  | 0        | 0    | 0    | 0    | 0        | 201  | 1    | 202  | 0        | 1    | 1    | 2    |
| +45 mins.    | 5        | 192  | 0    | 197  | 0        | 0    | 1    | 1    | 0        | 196  | 1    | 197  | 0        | 0    | 0    | 0    |
| Total Volume | 13       | 775  | 1    | 789  | 0        | 0    | 3    | 3    | 0        | 788  | 4    | 792  | 0        | 1    | 4    | 5    |
| % App. Total | 1.6      | 98.2 | 0.1  |      | 0        | 0    | 100  |      | 0        | 99.5 | 0.5  |      | 0        | 20   | 80   |      |
| PHF          | .650     | .974 | .250 | .976 | .000     | .000 | .750 | .750 | .000     | .883 | .500 | .880 | .000     | .250 | .333 | .417 |

City of Corona  
N/S: E Grand Boulevard  
E/W: Kress Court  
Weather: Clear

File Name : 06\_COR\_E Gra\_Kress SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 1

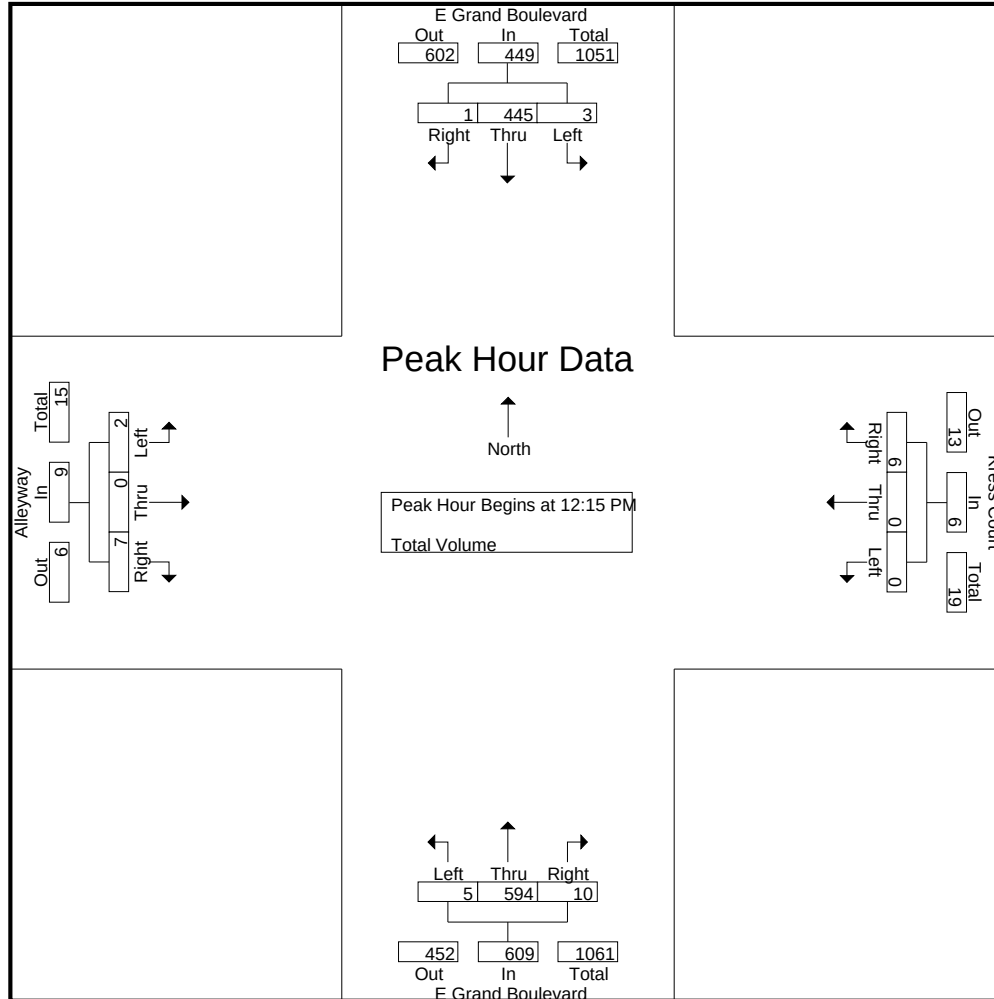
Groups Printed- Total Volume

|             | E Grand Boulevard Southbound |      |       |            | Kress Court Westbound |      |       |            | E Grand Boulevard Northbound |      |       |            | Alleyway Eastbound |      |       |            |            |
|-------------|------------------------------|------|-------|------------|-----------------------|------|-------|------------|------------------------------|------|-------|------------|--------------------|------|-------|------------|------------|
| Start Time  | Left                         | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                         | Thru | Right | App. Total | Left               | Thru | Right | App. Total | Int. Total |
| 12:00 PM    | 0                            | 121  | 0     | 121        | 0                     | 0    | 0     | 0          | 1                            | 140  | 3     | 144        | 0                  | 0    | 0     | 0          | 265        |
| 12:15 PM    | 1                            | 108  | 0     | 109        | 0                     | 0    | 2     | 2          | 2                            | 130  | 1     | 133        | 1                  | 0    | 2     | 3          | 247        |
| 12:30 PM    | 1                            | 106  | 0     | 107        | 0                     | 0    | 1     | 1          | 1                            | 143  | 4     | 148        | 0                  | 0    | 2     | 2          | 258        |
| 12:45 PM    | 1                            | 110  | 0     | 111        | 0                     | 0    | 3     | 3          | 0                            | 163  | 3     | 166        | 0                  | 0    | 1     | 1          | 281        |
| Total       | 3                            | 445  | 0     | 448        | 0                     | 0    | 6     | 6          | 4                            | 576  | 11    | 591        | 1                  | 0    | 5     | 6          | 1051       |
| 01:00 PM    | 0                            | 121  | 1     | 122        | 0                     | 0    | 0     | 0          | 2                            | 158  | 2     | 162        | 1                  | 0    | 2     | 3          | 287        |
| 01:15 PM    | 3                            | 98   | 1     | 102        | 0                     | 0    | 0     | 0          | 0                            | 132  | 1     | 133        | 0                  | 0    | 0     | 0          | 235        |
| 01:30 PM    | 1                            | 118  | 0     | 119        | 0                     | 0    | 0     | 0          | 1                            | 138  | 1     | 140        | 0                  | 0    | 3     | 3          | 262        |
| 01:45 PM    | 2                            | 97   | 1     | 100        | 0                     | 0    | 2     | 2          | 1                            | 151  | 1     | 153        | 0                  | 0    | 1     | 1          | 256        |
| Total       | 6                            | 434  | 3     | 443        | 0                     | 0    | 2     | 2          | 4                            | 579  | 5     | 588        | 1                  | 0    | 6     | 7          | 1040       |
| Grand Total | 9                            | 879  | 3     | 891        | 0                     | 0    | 8     | 8          | 8                            | 1155 | 16    | 1179       | 2                  | 0    | 11    | 13         | 2091       |
| Apprch %    | 1                            | 98.7 | 0.3   |            | 0                     | 0    | 100   |            | 0.7                          | 98   | 1.4   |            | 15.4               | 0    | 84.6  |            |            |
| Total %     | 0.4                          | 42   | 0.1   | 42.6       | 0                     | 0    | 0.4   | 0.4        | 0.4                          | 55.2 | 0.8   | 56.4       | 0.1                | 0    | 0.5   | 0.6        |            |

|                                                            | E Grand Boulevard Southbound |      |       |            | Kress Court Westbound |      |       |            | E Grand Boulevard Northbound |      |       |            | Alleyway Eastbound |      |       |            |            |
|------------------------------------------------------------|------------------------------|------|-------|------------|-----------------------|------|-------|------------|------------------------------|------|-------|------------|--------------------|------|-------|------------|------------|
| Start Time                                                 | Left                         | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                         | Thru | Right | App. Total | Left               | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1 |                              |      |       |            |                       |      |       |            |                              |      |       |            |                    |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 12:15 PM       |                              |      |       |            |                       |      |       |            |                              |      |       |            |                    |      |       |            |            |
| 12:15 PM                                                   | 1                            | 108  | 0     | 109        | 0                     | 0    | 2     | 2          | 2                            | 130  | 1     | 133        | 1                  | 0    | 2     | 3          | 247        |
| 12:30 PM                                                   | 1                            | 106  | 0     | 107        | 0                     | 0    | 1     | 1          | 1                            | 143  | 4     | 148        | 0                  | 0    | 2     | 2          | 258        |
| 12:45 PM                                                   | 1                            | 110  | 0     | 111        | 0                     | 0    | 3     | 3          | 0                            | 163  | 3     | 166        | 0                  | 0    | 1     | 1          | 281        |
| 01:00 PM                                                   | 0                            | 121  | 1     | 122        | 0                     | 0    | 0     | 0          | 2                            | 158  | 2     | 162        | 1                  | 0    | 2     | 3          | 287        |
| Total Volume                                               | 3                            | 445  | 1     | 449        | 0                     | 0    | 6     | 6          | 5                            | 594  | 10    | 609        | 2                  | 0    | 7     | 9          | 1073       |
| % App. Total                                               | 0.7                          | 99.1 | 0.2   |            | 0                     | 0    | 100   |            | 0.8                          | 97.5 | 1.6   |            | 22.2               | 0    | 77.8  |            |            |
| PHF                                                        | .750                         | .919 | .250  | .920       | .000                  | .000 | .500  | .500       | .625                         | .911 | .625  | .917       | .500               | .000 | .875  | .750       | .935       |

City of Corona  
N/S: E Grand Boulevard  
E/W: Kress Court  
Weather: Clear

File Name : 06\_COR\_E Gra\_Kress SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 12:45 PM |      |      |      | 12:00 PM |      |      |      | 12:15 PM |      |      |      | 12:15 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 1        | 110  | 0    | 111  | 0        | 0    | 0    | 0    | 2        | 130  | 1    | 133  | 1        | 0    | 2    | 3    |
| +15 mins.    | 0        | 121  | 1    | 122  | 0        | 0    | 2    | 2    | 1        | 143  | 4    | 148  | 0        | 0    | 2    | 2    |
| +30 mins.    | 3        | 98   | 1    | 102  | 0        | 0    | 1    | 1    | 0        | 163  | 3    | 166  | 0        | 0    | 1    | 1    |
| +45 mins.    | 1        | 118  | 0    | 119  | 0        | 0    | 3    | 3    | 2        | 158  | 2    | 162  | 1        | 0    | 2    | 3    |
| Total Volume | 5        | 447  | 2    | 454  | 0        | 0    | 6    | 6    | 5        | 594  | 10   | 609  | 2        | 0    | 7    | 9    |
| % App. Total | 1.1      | 98.5 | 0.4  |      | 0        | 0    | 100  |      | 0.8      | 97.5 | 1.6  |      | 22.2     | 0    | 77.8 |      |
| PHF          | .417     | .924 | .500 | .930 | .000     | .000 | .500 | .500 | .625     | .911 | .625 | .917 | .500     | .000 | .875 | .750 |

Location: Corona  
N/S: E Grand Boulevard  
E/W: Kress Court



PEDESTRIANS

Date: 2/26/2026  
Day: Thursday

|                | North Leg<br>E Grand Boulevard | East Leg<br>Kress Court | South Leg<br>E Grand Boulevard | West Leg<br>Alleyway |    |
|----------------|--------------------------------|-------------------------|--------------------------------|----------------------|----|
|                | Pedestrians                    | Pedestrians             | Pedestrians                    | Pedestrians          |    |
| 6:30 AM        | 0                              | 0                       | 0                              | 2                    | 2  |
| 6:45 AM        | 0                              | 3                       | 0                              | 5                    | 8  |
| 7:00 AM        | 0                              | 3                       | 0                              | 17                   | 20 |
| 7:15 AM        | 0                              | 2                       | 0                              | 3                    | 5  |
| 7:30 AM        | 0                              | 2                       | 0                              | 5                    | 7  |
| 7:45 AM        | 0                              | 2                       | 0                              | 4                    | 6  |
| 8:00 AM        | 0                              | 2                       | 0                              | 5                    | 7  |
| 8:15 AM        | 0                              | 2                       | 0                              | 0                    | 2  |
| 8:30 AM        | 0                              | 0                       | 0                              | 0                    | 0  |
| 8:45 AM        | 0                              | 4                       | 0                              | 0                    | 4  |
| TOTAL VOLUMES: | 0                              | 20                      | 0                              | 41                   | 61 |

Date: 2/26/2026  
Day: Thursday

|                | North Leg<br>E Grand Boulevard | East Leg<br>Kress Court | South Leg<br>E Grand Boulevard | West Leg<br>Alleyway |    |
|----------------|--------------------------------|-------------------------|--------------------------------|----------------------|----|
|                | Pedestrians                    | Pedestrians             | Pedestrians                    | Pedestrians          |    |
| 4:00 PM        | 0                              | 1                       | 0                              | 1                    | 2  |
| 4:15 PM        | 0                              | 3                       | 0                              | 1                    | 4  |
| 4:30 PM        | 1                              | 3                       | 0                              | 0                    | 4  |
| 4:45 PM        | 0                              | 2                       | 0                              | 0                    | 2  |
| 5:00 PM        | 0                              | 7                       | 0                              | 1                    | 8  |
| 5:15 PM        | 0                              | 7                       | 0                              | 0                    | 7  |
| 5:30 PM        | 0                              | 6                       | 0                              | 0                    | 6  |
| 5:45 PM        | 0                              | 4                       | 0                              | 0                    | 4  |
| TOTAL VOLUMES: | 1                              | 33                      | 0                              | 3                    | 37 |

Date: 2/28/2026  
Day: Saturday

|                | North Leg<br>E Grand Boulevard | East Leg<br>Kress Court | South Leg<br>E Grand Boulevard | West Leg<br>Alleyway |    |
|----------------|--------------------------------|-------------------------|--------------------------------|----------------------|----|
|                | Pedestrians                    | Pedestrians             | Pedestrians                    | Pedestrians          |    |
| 12:00 PM       | 0                              | 19                      | 0                              | 1                    | 20 |
| 12:15 PM       | 0                              | 8                       | 0                              | 4                    | 12 |
| 12:30 PM       | 0                              | 0                       | 0                              | 1                    | 1  |
| 12:45 PM       | 0                              | 5                       | 0                              | 2                    | 7  |
| 1:00 PM        | 0                              | 1                       | 0                              | 1                    | 2  |
| 1:15 PM        | 0                              | 1                       | 0                              | 0                    | 1  |
| 1:30 PM        | 0                              | 0                       | 0                              | 1                    | 1  |
| 1:45 PM        | 0                              | 1                       | 0                              | 3                    | 4  |
| TOTAL VOLUMES: | 0                              | 35                      | 0                              | 13                   | 48 |

Location: Corona  
N/S: E Grand Boulevard  
E/W: Kress Court



**BICYCLES**

Date: 2/26/2026  
Day: Thursday

|                | Southbound<br>E Grand Boulevard |      |       | Westbound<br>Kress Court |      |       | Northbound<br>E Grand Boulevard |      |       | Eastbound<br>Alleyway |      |       |   |
|----------------|---------------------------------|------|-------|--------------------------|------|-------|---------------------------------|------|-------|-----------------------|------|-------|---|
|                | Left                            | Thru | Right | Left                     | Thru | Right | Left                            | Thru | Right | Left                  | Thru | Right |   |
| 6:30 AM        | 0                               | 0    | 0     | 0                        | 0    | 0     | 0                               | 1    | 0     | 0                     | 0    | 0     | 1 |
| 6:45 AM        | 0                               | 1    | 0     | 0                        | 0    | 0     | 0                               | 0    | 0     | 0                     | 0    | 0     | 1 |
| 7:00 AM        | 0                               | 0    | 0     | 0                        | 0    | 0     | 0                               | 0    | 0     | 0                     | 0    | 0     | 0 |
| 7:15 AM        | 0                               | 0    | 0     | 0                        | 0    | 0     | 0                               | 2    | 0     | 0                     | 0    | 0     | 2 |
| 7:30 AM        | 0                               | 0    | 0     | 0                        | 0    | 0     | 0                               | 0    | 0     | 0                     | 0    | 0     | 0 |
| 7:45 AM        | 0                               | 1    | 0     | 0                        | 0    | 0     | 0                               | 1    | 0     | 0                     | 0    | 0     | 2 |
| 8:00 AM        | 0                               | 1    | 0     | 0                        | 0    | 0     | 0                               | 0    | 0     | 0                     | 0    | 0     | 1 |
| 8:15 AM        | 0                               | 0    | 0     | 0                        | 0    | 0     | 0                               | 0    | 0     | 0                     | 0    | 0     | 0 |
| 8:30 AM        | 0                               | 1    | 0     | 0                        | 0    | 0     | 0                               | 0    | 0     | 0                     | 0    | 0     | 1 |
| 8:45 AM        | 0                               | 0    | 0     | 0                        | 0    | 0     | 0                               | 0    | 0     | 0                     | 0    | 0     | 0 |
| TOTAL VOLUMES: | 0                               | 4    | 0     | 0                        | 0    | 0     | 0                               | 4    | 0     | 0                     | 0    | 0     | 8 |

Date: 2/26/2026  
Day: Thursday

|                | Southbound<br>E Grand Boulevard |      |       | Westbound<br>Kress Court |      |       | Northbound<br>E Grand Boulevard |      |       | Eastbound<br>Alleyway |      |       |    |
|----------------|---------------------------------|------|-------|--------------------------|------|-------|---------------------------------|------|-------|-----------------------|------|-------|----|
|                | Left                            | Thru | Right | Left                     | Thru | Right | Left                            | Thru | Right | Left                  | Thru | Right |    |
| 4:00 PM        | 0                               | 1    | 0     | 0                        | 0    | 0     | 0                               | 0    | 0     | 0                     | 0    | 0     | 1  |
| 4:15 PM        | 0                               | 1    | 0     | 0                        | 0    | 0     | 0                               | 0    | 0     | 0                     | 0    | 0     | 1  |
| 4:30 PM        | 0                               | 1    | 0     | 0                        | 0    | 0     | 0                               | 0    | 0     | 0                     | 0    | 0     | 1  |
| 4:45 PM        | 0                               | 0    | 0     | 0                        | 0    | 0     | 0                               | 0    | 0     | 0                     | 0    | 0     | 0  |
| 5:00 PM        | 0                               | 2    | 0     | 0                        | 0    | 0     | 0                               | 0    | 0     | 0                     | 0    | 0     | 2  |
| 5:15 PM        | 0                               | 2    | 0     | 2                        | 0    | 0     | 0                               | 1    | 0     | 0                     | 0    | 0     | 5  |
| 5:30 PM        | 0                               | 0    | 0     | 0                        | 0    | 1     | 0                               | 1    | 0     | 0                     | 0    | 0     | 2  |
| 5:45 PM        | 0                               | 1    | 0     | 0                        | 0    | 0     | 0                               | 0    | 0     | 0                     | 0    | 0     | 1  |
| TOTAL VOLUMES: | 0                               | 8    | 0     | 2                        | 0    | 1     | 0                               | 2    | 0     | 0                     | 0    | 0     | 13 |

Date: 2/28/2026  
Day: Saturday

|                | Southbound<br>E Grand Boulevard |      |       | Westbound<br>Kress Court |      |       | Northbound<br>E Grand Boulevard |      |       | Eastbound<br>Alleyway |      |       |   |
|----------------|---------------------------------|------|-------|--------------------------|------|-------|---------------------------------|------|-------|-----------------------|------|-------|---|
|                | Left                            | Thru | Right | Left                     | Thru | Right | Left                            | Thru | Right | Left                  | Thru | Right |   |
| 12:00 PM       | 0                               | 0    | 0     | 0                        | 0    | 0     | 0                               | 0    | 0     | 0                     | 0    | 0     | 0 |
| 12:15 PM       | 0                               | 0    | 0     | 0                        | 0    | 0     | 0                               | 0    | 0     | 0                     | 0    | 0     | 0 |
| 12:30 PM       | 0                               | 0    | 0     | 0                        | 0    | 0     | 0                               | 0    | 0     | 0                     | 0    | 0     | 0 |
| 12:45 PM       | 0                               | 0    | 0     | 0                        | 0    | 0     | 0                               | 0    | 0     | 0                     | 0    | 0     | 0 |
| 1:00 PM        | 0                               | 0    | 0     | 0                        | 0    | 1     | 0                               | 0    | 0     | 0                     | 0    | 0     | 1 |
| 1:15 PM        | 0                               | 2    | 0     | 0                        | 0    | 0     | 0                               | 0    | 0     | 0                     | 0    | 0     | 2 |
| 1:30 PM        | 0                               | 0    | 0     | 0                        | 0    | 0     | 0                               | 1    | 0     | 0                     | 0    | 0     | 1 |
| 1:45 PM        | 0                               | 2    | 0     | 1                        | 0    | 0     | 0                               | 0    | 0     | 0                     | 1    | 0     | 4 |
| TOTAL VOLUMES: | 0                               | 4    | 0     | 1                        | 0    | 1     | 0                               | 1    | 0     | 0                     | 1    | 0     | 8 |

City of Corona  
N/S: E Grand Boulevard  
E/W: E 6th Street  
Weather: Clear

File Name : 07\_COR\_E Gra\_E 6th AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

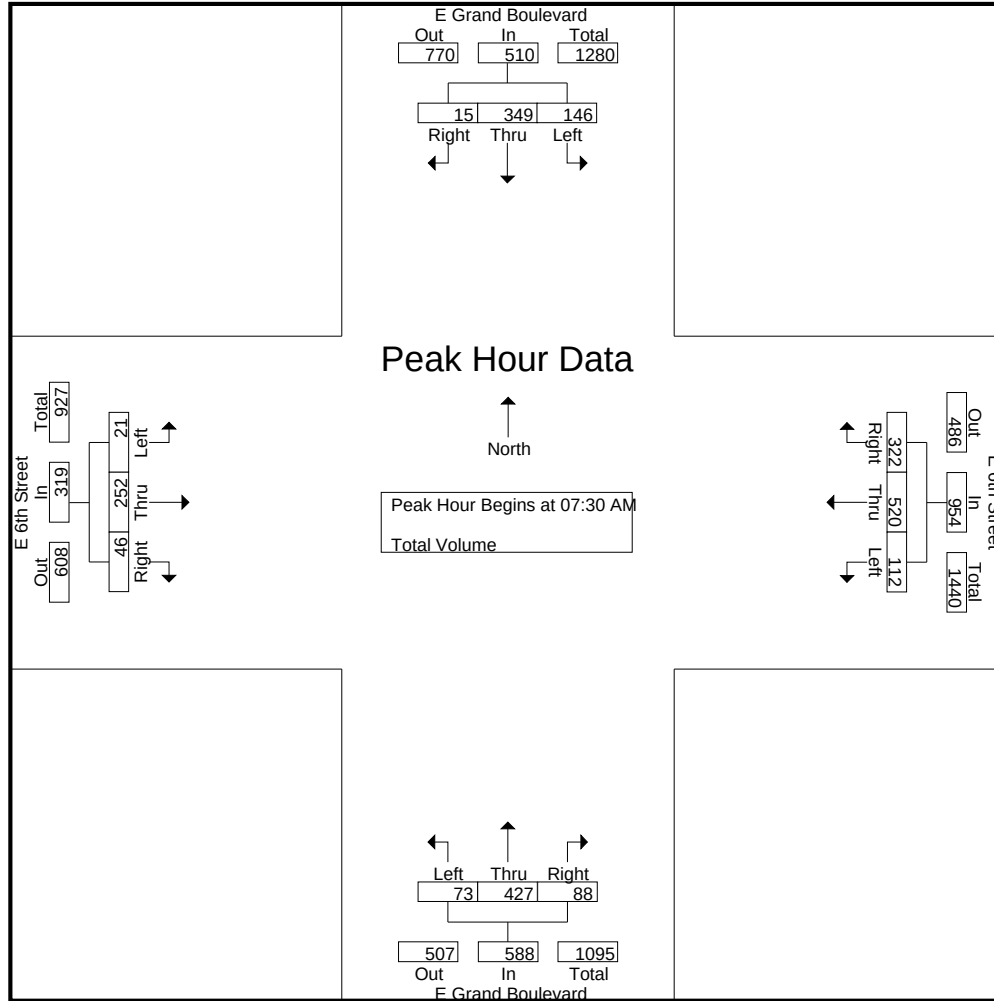
Groups Printed- Total Volume

|             | E Grand Boulevard<br>Southbound |      |       |            | E 6th Street<br>Westbound |      |       |            | E Grand Boulevard<br>Northbound |      |       |            | E 6th Street<br>Eastbound |      |       |            |            |
|-------------|---------------------------------|------|-------|------------|---------------------------|------|-------|------------|---------------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time  | Left                            | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                            | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. Total |
| 06:30 AM    | 26                              | 14   | 8     | 48         | 8                         | 115  | 55    | 178        | 5                               | 38   | 12    | 55         | 2                         | 35   | 1     | 38         | 319        |
| 06:45 AM    | 34                              | 20   | 2     | 56         | 9                         | 121  | 59    | 189        | 17                              | 50   | 15    | 82         | 1                         | 60   | 3     | 64         | 391        |
| Total       | 60                              | 34   | 10    | 104        | 17                        | 236  | 114   | 367        | 22                              | 88   | 27    | 137        | 3                         | 95   | 4     | 102        | 710        |
| 07:00 AM    | 19                              | 30   | 3     | 52         | 11                        | 139  | 68    | 218        | 14                              | 74   | 13    | 101        | 2                         | 39   | 4     | 45         | 416        |
| 07:15 AM    | 36                              | 59   | 7     | 102        | 25                        | 101  | 83    | 209        | 12                              | 78   | 14    | 104        | 5                         | 37   | 3     | 45         | 460        |
| 07:30 AM    | 24                              | 90   | 3     | 117        | 29                        | 104  | 89    | 222        | 19                              | 110  | 22    | 151        | 4                         | 56   | 16    | 76         | 566        |
| 07:45 AM    | 43                              | 97   | 5     | 145        | 24                        | 119  | 79    | 222        | 16                              | 114  | 31    | 161        | 6                         | 69   | 9     | 84         | 612        |
| Total       | 122                             | 276  | 18    | 416        | 89                        | 463  | 319   | 871        | 61                              | 376  | 80    | 517        | 17                        | 201  | 32    | 250        | 2054       |
| 08:00 AM    | 43                              | 84   | 4     | 131        | 24                        | 153  | 68    | 245        | 21                              | 104  | 18    | 143        | 6                         | 58   | 13    | 77         | 596        |
| 08:15 AM    | 36                              | 78   | 3     | 117        | 35                        | 144  | 86    | 265        | 17                              | 99   | 17    | 133        | 5                         | 69   | 8     | 82         | 597        |
| 08:30 AM    | 32                              | 55   | 5     | 92         | 35                        | 105  | 90    | 230        | 25                              | 90   | 19    | 134        | 4                         | 54   | 3     | 61         | 517        |
| 08:45 AM    | 38                              | 47   | 12    | 97         | 13                        | 114  | 78    | 205        | 23                              | 95   | 26    | 144        | 8                         | 61   | 9     | 78         | 524        |
| Total       | 149                             | 264  | 24    | 437        | 107                       | 516  | 322   | 945        | 86                              | 388  | 80    | 554        | 23                        | 242  | 33    | 298        | 2234       |
| Grand Total | 331                             | 574  | 52    | 957        | 213                       | 1215 | 755   | 2183       | 169                             | 852  | 187   | 1208       | 43                        | 538  | 69    | 650        | 4998       |
| Apprch %    | 34.6                            | 60   | 5.4   |            | 9.8                       | 55.7 | 34.6  |            | 14                              | 70.5 | 15.5  |            | 6.6                       | 82.8 | 10.6  |            |            |
| Total %     | 6.6                             | 11.5 | 1     | 19.1       | 4.3                       | 24.3 | 15.1  | 43.7       | 3.4                             | 17   | 3.7   | 24.2       | 0.9                       | 10.8 | 1.4   | 13         |            |

|                                                            | E Grand Boulevard<br>Southbound |           |          |            | E 6th Street<br>Westbound |            |           |            | E Grand Boulevard<br>Northbound |            |           |            | E 6th Street<br>Eastbound |           |           |            |            |
|------------------------------------------------------------|---------------------------------|-----------|----------|------------|---------------------------|------------|-----------|------------|---------------------------------|------------|-----------|------------|---------------------------|-----------|-----------|------------|------------|
| Start Time                                                 | Left                            | Thru      | Right    | App. Total | Left                      | Thru       | Right     | App. Total | Left                            | Thru       | Right     | App. Total | Left                      | Thru      | Right     | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1 |                                 |           |          |            |                           |            |           |            |                                 |            |           |            |                           |           |           |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                                 |           |          |            |                           |            |           |            |                                 |            |           |            |                           |           |           |            |            |
| 07:30 AM                                                   | 24                              | 90        | 3        | 117        | 29                        | 104        | <b>89</b> | 222        | 19                              | 110        | 22        | 151        | 4                         | 56        | <b>16</b> | 76         | 566        |
| 07:45 AM                                                   | <b>43</b>                       | <b>97</b> | <b>5</b> | <b>145</b> | 24                        | 119        | 79        | 222        | 16                              | <b>114</b> | <b>31</b> | <b>161</b> | <b>6</b>                  | <b>69</b> | <b>9</b>  | <b>84</b>  | <b>612</b> |
| 08:00 AM                                                   | 43                              | 84        | 4        | 131        | 24                        | <b>153</b> | 68        | 245        | <b>21</b>                       | 104        | 18        | 143        | 6                         | 58        | 13        | 77         | 596        |
| 08:15 AM                                                   | 36                              | 78        | 3        | 117        | <b>35</b>                 | 144        | 86        | <b>265</b> | 17                              | 99         | 17        | 133        | 5                         | 69        | 8         | 82         | 597        |
| Total Volume                                               | 146                             | 349       | 15       | 510        | 112                       | 520        | 322       | 954        | 73                              | 427        | 88        | 588        | 21                        | 252       | 46        | 319        | 2371       |
| % App. Total                                               | 28.6                            | 68.4      | 2.9      |            | 11.7                      | 54.5       | 33.8      |            | 12.4                            | 72.6       | 15        |            | 6.6                       | 79        | 14.4      |            |            |
| PHF                                                        | .849                            | .899      | .750     | .879       | .800                      | .850       | .904      | .900       | .869                            | .936       | .710      | .913       | .875                      | .913      | .719      | .949       | .969       |

City of Corona  
N/S: E Grand Boulevard  
E/W: E 6th Street  
Weather: Clear

File Name : 07\_COR\_E Gra\_E 6th AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



Peak Hour Analysis From 06:30 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 |      |      |      | 07:30 AM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 24       | 90   | 3    | 117  | 24       | 119  | 79   | 222  | 19       | 110  | 22   | 151  | 4        | 56   | 16   | 76   |
| +15 mins.    | 43       | 97   | 5    | 145  | 24       | 153  | 68   | 245  | 16       | 114  | 31   | 161  | 6        | 69   | 9    | 84   |
| +30 mins.    | 43       | 84   | 4    | 131  | 35       | 144  | 86   | 265  | 21       | 104  | 18   | 143  | 6        | 58   | 13   | 77   |
| +45 mins.    | 36       | 78   | 3    | 117  | 35       | 105  | 90   | 230  | 17       | 99   | 17   | 133  | 5        | 69   | 8    | 82   |
| Total Volume | 146      | 349  | 15   | 510  | 118      | 521  | 323  | 962  | 73       | 427  | 88   | 588  | 21       | 252  | 46   | 319  |
| % App. Total | 28.6     | 68.4 | 2.9  |      | 12.3     | 54.2 | 33.6 |      | 12.4     | 72.6 | 15   |      | 6.6      | 79   | 14.4 |      |
| PHF          | .849     | .899 | .750 | .879 | .843     | .851 | .897 | .908 | .869     | .936 | .710 | .913 | .875     | .913 | .719 | .949 |

City of Corona  
N/S: E Grand Boulevard  
E/W: E 6th Street  
Weather: Clear

File Name : 07\_COR\_E Gra\_E 6th PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

Groups Printed- Total Volume

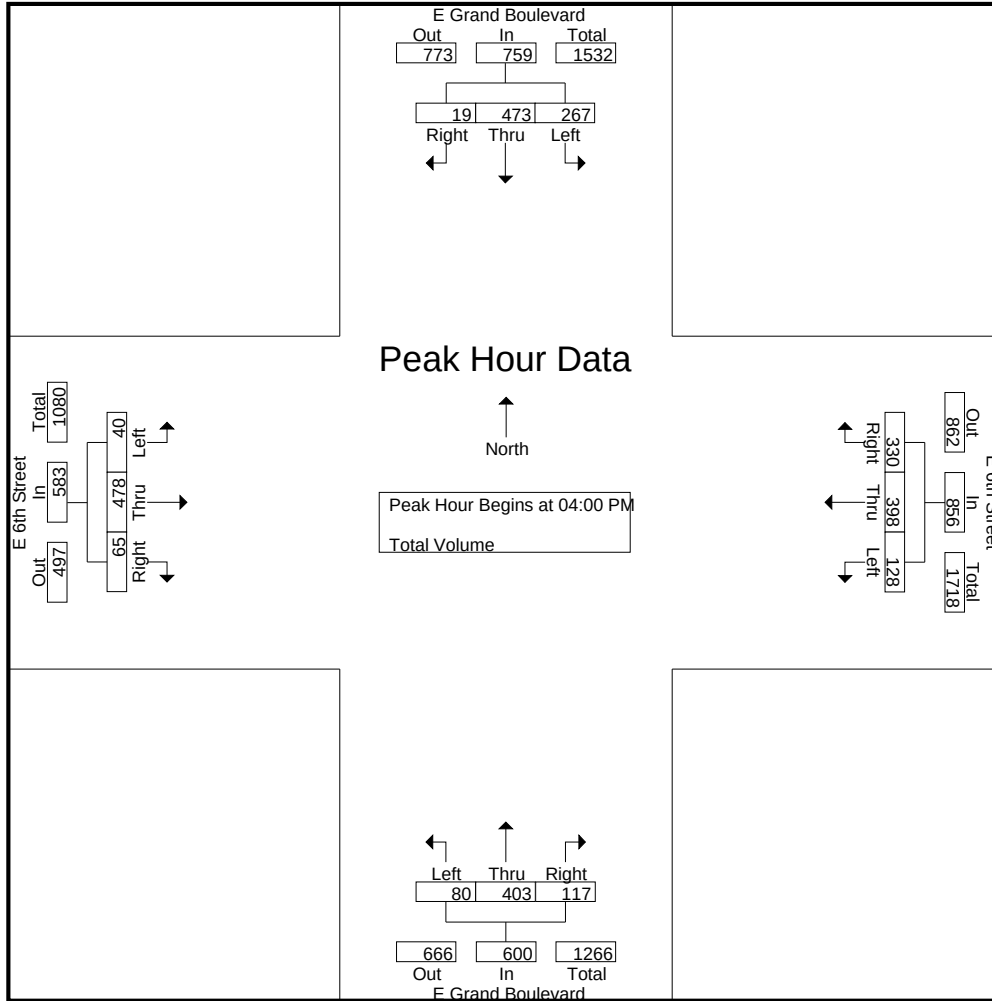
|             | E Grand Boulevard<br>Southbound |      |       |            | E 6th Street<br>Westbound |      |       |            | E Grand Boulevard<br>Northbound |      |       |            | E 6th Street<br>Eastbound |      |       |            |            |
|-------------|---------------------------------|------|-------|------------|---------------------------|------|-------|------------|---------------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time  | Left                            | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                            | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. Total |
| 04:00 PM    | 67                              | 123  | 4     | 194        | 32                        | 99   | 86    | 217        | 23                              | 118  | 32    | 173        | 5                         | 126  | 8     | 139        | 723        |
| 04:15 PM    | 71                              | 116  | 6     | 193        | 29                        | 96   | 57    | 182        | 24                              | 100  | 34    | 158        | 6                         | 130  | 8     | 144        | 677        |
| 04:30 PM    | 67                              | 117  | 4     | 188        | 33                        | 100  | 86    | 219        | 16                              | 76   | 28    | 120        | 11                        | 127  | 22    | 160        | 687        |
| 04:45 PM    | 62                              | 117  | 5     | 184        | 34                        | 103  | 101   | 238        | 17                              | 109  | 23    | 149        | 18                        | 95   | 27    | 140        | 711        |
| Total       | 267                             | 473  | 19    | 759        | 128                       | 398  | 330   | 856        | 80                              | 403  | 117   | 600        | 40                        | 478  | 65    | 583        | 2798       |
| 05:00 PM    | 41                              | 111  | 4     | 156        | 33                        | 111  | 108   | 252        | 28                              | 90   | 14    | 132        | 13                        | 116  | 16    | 145        | 685        |
| 05:15 PM    | 48                              | 132  | 7     | 187        | 24                        | 103  | 81    | 208        | 24                              | 110  | 22    | 156        | 9                         | 119  | 19    | 147        | 698        |
| 05:30 PM    | 58                              | 97   | 7     | 162        | 34                        | 83   | 74    | 191        | 13                              | 73   | 27    | 113        | 6                         | 96   | 19    | 121        | 587        |
| 05:45 PM    | 46                              | 119  | 5     | 170        | 28                        | 95   | 74    | 197        | 17                              | 54   | 36    | 107        | 5                         | 141  | 13    | 159        | 633        |
| Total       | 193                             | 459  | 23    | 675        | 119                       | 392  | 337   | 848        | 82                              | 327  | 99    | 508        | 33                        | 472  | 67    | 572        | 2603       |
| Grand Total | 460                             | 932  | 42    | 1434       | 247                       | 790  | 667   | 1704       | 162                             | 730  | 216   | 1108       | 73                        | 950  | 132   | 1155       | 5401       |
| Apprch %    | 32.1                            | 65   | 2.9   |            | 14.5                      | 46.4 | 39.1  |            | 14.6                            | 65.9 | 19.5  |            | 6.3                       | 82.3 | 11.4  |            |            |
| Total %     | 8.5                             | 17.3 | 0.8   | 26.6       | 4.6                       | 14.6 | 12.3  | 31.5       | 3                               | 13.5 | 4     | 20.5       | 1.4                       | 17.6 | 2.4   | 21.4       |            |

|                                                            | E Grand Boulevard<br>Southbound |            |          |            | E 6th Street<br>Westbound |            |            |            | E Grand Boulevard<br>Northbound |            |           |            | E 6th Street<br>Eastbound |            |           |            |            |
|------------------------------------------------------------|---------------------------------|------------|----------|------------|---------------------------|------------|------------|------------|---------------------------------|------------|-----------|------------|---------------------------|------------|-----------|------------|------------|
| Start Time                                                 | Left                            | Thru       | Right    | App. Total | Left                      | Thru       | Right      | App. Total | Left                            | Thru       | Right     | App. Total | Left                      | Thru       | Right     | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                                 |            |          |            |                           |            |            |            |                                 |            |           |            |                           |            |           |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |                                 |            |          |            |                           |            |            |            |                                 |            |           |            |                           |            |           |            |            |
| 04:00 PM                                                   | 67                              | <b>123</b> | 4        | <b>194</b> | 32                        | 99         | 86         | 217        | 23                              | <b>118</b> | 32        | <b>173</b> | 5                         | 126        | 8         | 139        | <b>723</b> |
| 04:15 PM                                                   | <b>71</b>                       | 116        | <b>6</b> | 193        | 29                        | 96         | 57         | 182        | <b>24</b>                       | 100        | <b>34</b> | 158        | 6                         | <b>130</b> | 8         | 144        | 677        |
| 04:30 PM                                                   | 67                              | 117        | 4        | 188        | 33                        | 100        | 86         | 219        | 16                              | 76         | 28        | 120        | 11                        | 127        | 22        | <b>160</b> | 687        |
| 04:45 PM                                                   | 62                              | 117        | 5        | 184        | <b>34</b>                 | <b>103</b> | <b>101</b> | <b>238</b> | 17                              | 109        | 23        | 149        | <b>18</b>                 | 95         | <b>27</b> | 140        | 711        |
| Total Volume                                               | 267                             | 473        | 19       | 759        | 128                       | 398        | 330        | 856        | 80                              | 403        | 117       | 600        | 40                        | 478        | 65        | 583        | 2798       |
| % App. Total                                               | 35.2                            | 62.3       | 2.5      |            | 15                        | 46.5       | 38.6       |            | 13.3                            | 67.2       | 19.5      |            | 6.9                       | 82         | 11.1      |            |            |
| PHF                                                        | .940                            | .961       | .792     | .978       | .941                      | .966       | .817       | .899       | .833                            | .854       | .860      | .867       | .556                      | .919       | .602      | .911       | .967       |



City of Corona  
N/S: E Grand Boulevard  
E/W: E 6th Street  
Weather: Clear

File Name : 07\_COR\_E Gra\_E 6th PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



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

|              | 04:00 PM  |            |          |            | 04:30 PM  |            |            |            | 04:00 PM  |            |           |            | 04:30 PM  |            |           |            |
|--------------|-----------|------------|----------|------------|-----------|------------|------------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|
| +0 mins.     | 67        | <b>123</b> | 4        | <b>194</b> | 33        | 100        | 86         | 219        | 23        | <b>118</b> | 32        | <b>173</b> | 11        | <b>127</b> | 22        | <b>160</b> |
| +15 mins.    | <b>71</b> | 116        | <b>6</b> | 193        | <b>34</b> | 103        | 101        | 238        | <b>24</b> | 100        | <b>34</b> | 158        | <b>18</b> | 95         | <b>27</b> | 140        |
| +30 mins.    | 67        | 117        | 4        | 188        | 33        | <b>111</b> | <b>108</b> | <b>252</b> | 16        | 76         | 28        | 120        | 13        | 116        | 16        | 145        |
| +45 mins.    | 62        | 117        | 5        | 184        | 24        | 103        | 81         | 208        | 17        | 109        | 23        | 149        | 9         | 119        | 19        | 147        |
| Total Volume | 267       | 473        | 19       | 759        | 124       | 417        | 376        | 917        | 80        | 403        | 117       | 600        | 51        | 457        | 84        | 592        |
| % App. Total | 35.2      | 62.3       | 2.5      |            | 13.5      | 45.5       | 41         |            | 13.3      | 67.2       | 19.5      |            | 8.6       | 77.2       | 14.2      |            |
| PHF          | .940      | .961       | .792     | .978       | .912      | .939       | .870       | .910       | .833      | .854       | .860      | .867       | .708      | .900       | .778      | .925       |

City of Corona  
N/S: E Grand Boulevard  
E/W: E 6th Street  
Weather: Clear

File Name : 07\_COR\_E Gra\_E 6th SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 1

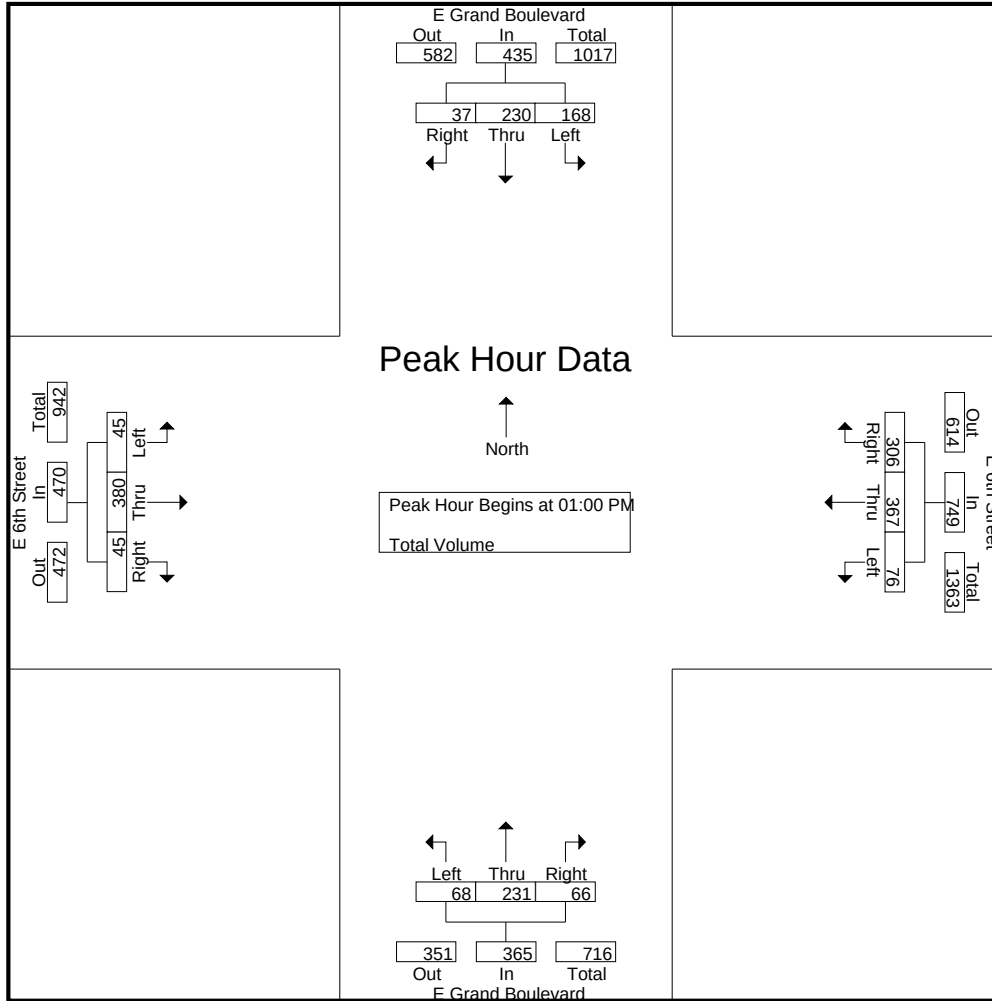
Groups Printed- Total Volume

|             | E Grand Boulevard Southbound |      |       |            | E 6th Street Westbound |      |       |            | E Grand Boulevard Northbound |      |       |            | E 6th Street Eastbound |      |       |            |            |
|-------------|------------------------------|------|-------|------------|------------------------|------|-------|------------|------------------------------|------|-------|------------|------------------------|------|-------|------------|------------|
| Start Time  | Left                         | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                         | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Int. Total |
| 12:00 PM    | 49                           | 54   | 12    | 115        | 18                     | 85   | 81    | 184        | 24                           | 61   | 20    | 105        | 7                      | 88   | 10    | 105        | 509        |
| 12:15 PM    | 42                           | 55   | 11    | 108        | 20                     | 88   | 67    | 175        | 16                           | 50   | 17    | 83         | 9                      | 93   | 13    | 115        | 481        |
| 12:30 PM    | 38                           | 53   | 9     | 100        | 19                     | 77   | 75    | 171        | 23                           | 63   | 17    | 103        | 8                      | 85   | 19    | 112        | 486        |
| 12:45 PM    | 48                           | 55   | 15    | 118        | 29                     | 85   | 87    | 201        | 17                           | 58   | 13    | 88         | 6                      | 86   | 9     | 101        | 508        |
| Total       | 177                          | 217  | 47    | 441        | 86                     | 335  | 310   | 731        | 80                           | 232  | 67    | 379        | 30                     | 352  | 51    | 433        | 1984       |
| 01:00 PM    | 45                           | 62   | 12    | 119        | 26                     | 79   | 96    | 201        | 9                            | 49   | 18    | 76         | 11                     | 84   | 12    | 107        | 503        |
| 01:15 PM    | 36                           | 58   | 8     | 102        | 17                     | 91   | 55    | 163        | 18                           | 68   | 18    | 104        | 12                     | 93   | 11    | 116        | 485        |
| 01:30 PM    | 47                           | 60   | 11    | 118        | 15                     | 96   | 76    | 187        | 22                           | 49   | 17    | 88         | 10                     | 100  | 11    | 121        | 514        |
| 01:45 PM    | 40                           | 50   | 6     | 96         | 18                     | 101  | 79    | 198        | 19                           | 65   | 13    | 97         | 12                     | 103  | 11    | 126        | 517        |
| Total       | 168                          | 230  | 37    | 435        | 76                     | 367  | 306   | 749        | 68                           | 231  | 66    | 365        | 45                     | 380  | 45    | 470        | 2019       |
| Grand Total | 345                          | 447  | 84    | 876        | 162                    | 702  | 616   | 1480       | 148                          | 463  | 133   | 744        | 75                     | 732  | 96    | 903        | 4003       |
| Apprch %    | 39.4                         | 51   | 9.6   |            | 10.9                   | 47.4 | 41.6  |            | 19.9                         | 62.2 | 17.9  |            | 8.3                    | 81.1 | 10.6  |            |            |
| Total %     | 8.6                          | 11.2 | 2.1   | 21.9       | 4                      | 17.5 | 15.4  | 37         | 3.7                          | 11.6 | 3.3   | 18.6       | 1.9                    | 18.3 | 2.4   | 22.6       |            |

|                                                            | E Grand Boulevard Southbound |           |           |            | E 6th Street Westbound |            |           |            | E Grand Boulevard Northbound |           |           |            | E 6th Street Eastbound |            |           |            |            |
|------------------------------------------------------------|------------------------------|-----------|-----------|------------|------------------------|------------|-----------|------------|------------------------------|-----------|-----------|------------|------------------------|------------|-----------|------------|------------|
| Start Time                                                 | Left                         | Thru      | Right     | App. Total | Left                   | Thru       | Right     | App. Total | Left                         | Thru      | Right     | App. Total | Left                   | Thru       | Right     | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1 |                              |           |           |            |                        |            |           |            |                              |           |           |            |                        |            |           |            |            |
| Peak Hour for Entire Intersection Begins at 01:00 PM       |                              |           |           |            |                        |            |           |            |                              |           |           |            |                        |            |           |            |            |
| 01:00 PM                                                   | 45                           | <b>62</b> | <b>12</b> | <b>119</b> | <b>26</b>              | 79         | <b>96</b> | <b>201</b> | 9                            | 49        | <b>18</b> | 76         | 11                     | 84         | <b>12</b> | 107        | 503        |
| 01:15 PM                                                   | 36                           | 58        | 8         | 102        | 17                     | 91         | 55        | 163        | 18                           | <b>68</b> | 18        | <b>104</b> | <b>12</b>              | 93         | 11        | 116        | 485        |
| 01:30 PM                                                   | <b>47</b>                    | 60        | 11        | 118        | 15                     | 96         | 76        | 187        | <b>22</b>                    | 49        | 17        | 88         | 10                     | 100        | 11        | 121        | 514        |
| 01:45 PM                                                   | 40                           | 50        | 6         | 96         | 18                     | <b>101</b> | 79        | 198        | 19                           | 65        | 13        | 97         | 12                     | <b>103</b> | <b>11</b> | <b>126</b> | <b>517</b> |
| Total Volume                                               | 168                          | 230       | 37        | 435        | 76                     | 367        | 306       | 749        | 68                           | 231       | 66        | 365        | 45                     | 380        | 45        | 470        | 2019       |
| % App. Total                                               | 38.6                         | 52.9      | 8.5       |            | 10.1                   | 49         | 40.9      |            | 18.6                         | 63.3      | 18.1      |            | 9.6                    | 80.9       | 9.6       |            |            |
| PHF                                                        | .894                         | .927      | .771      | .914       | .731                   | .908       | .797      | .932       | .773                         | .849      | .917      | .877       | .938                   | .922       | .938      | .933       | .976       |

City of Corona  
N/S: E Grand Boulevard  
E/W: E 6th Street  
Weather: Clear

File Name : 07\_COR\_E Gra\_E 6th SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 12:45 PM |      |      |      | 12:45 PM |      |      |      | 12:00 PM |      |      |      | 01:00 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 48       | 55   | 15   | 118  | 29       | 85   | 87   | 201  | 24       | 61   | 20   | 105  | 11       | 84   | 12   | 107  |
| +15 mins.    | 45       | 62   | 12   | 119  | 26       | 79   | 96   | 201  | 16       | 50   | 17   | 83   | 12       | 93   | 11   | 116  |
| +30 mins.    | 36       | 58   | 8    | 102  | 17       | 91   | 55   | 163  | 23       | 63   | 17   | 103  | 10       | 100  | 11   | 121  |
| +45 mins.    | 47       | 60   | 11   | 118  | 15       | 96   | 76   | 187  | 17       | 58   | 13   | 88   | 12       | 103  | 11   | 126  |
| Total Volume | 176      | 235  | 46   | 457  | 87       | 351  | 314  | 752  | 80       | 232  | 67   | 379  | 45       | 380  | 45   | 470  |
| % App. Total | 38.5     | 51.4 | 10.1 |      | 11.6     | 46.7 | 41.8 |      | 21.1     | 61.2 | 17.7 |      | 9.6      | 80.9 | 9.6  |      |
| PHF          | .917     | .948 | .767 | .960 | .750     | .914 | .818 | .935 | .833     | .921 | .838 | .902 | .938     | .922 | .938 | .933 |

Location: Corona  
 N/S: E Grand Boulevard  
 E/W: E 6th Street



PEDESTRIANS

Date: 2/26/2026  
 Day: Thursday

|                |         | North Leg<br>E Grand Boulevard | East Leg<br>E 6th Street | South Leg<br>E Grand Boulevard | West Leg<br>E 6th Street |    |
|----------------|---------|--------------------------------|--------------------------|--------------------------------|--------------------------|----|
|                |         | Pedestrians                    | Pedestrians              | Pedestrians                    | Pedestrians              |    |
|                | 6:30 AM | 1                              | 0                        | 2                              | 0                        | 3  |
|                | 6:45 AM | 0                              | 0                        | 0                              | 3                        | 3  |
|                | 7:00 AM | 0                              | 2                        | 0                              | 0                        | 2  |
|                | 7:15 AM | 1                              | 0                        | 0                              | 0                        | 1  |
|                | 7:30 AM | 0                              | 0                        | 1                              | 0                        | 1  |
|                | 7:45 AM | 0                              | 1                        | 0                              | 0                        | 1  |
|                | 8:00 AM | 3                              | 0                        | 1                              | 1                        | 5  |
|                | 8:15 AM | 2                              | 1                        | 1                              | 1                        | 5  |
|                | 8:30 AM | 0                              | 0                        | 0                              | 0                        | 0  |
|                | 8:45 AM | 0                              | 0                        | 0                              | 0                        | 0  |
| TOTAL VOLUMES: |         | 7                              | 4                        | 5                              | 5                        | 21 |

Date: 2/26/2026  
 Day: Thursday

|                |         | North Leg<br>E Grand Boulevard | East Leg<br>E 6th Street | South Leg<br>E Grand Boulevard | West Leg<br>E 6th Street |    |
|----------------|---------|--------------------------------|--------------------------|--------------------------------|--------------------------|----|
|                |         | Pedestrians                    | Pedestrians              | Pedestrians                    | Pedestrians              |    |
|                | 4:00 PM | 1                              | 1                        | 0                              | 0                        | 2  |
|                | 4:15 PM | 2                              | 1                        | 0                              | 3                        | 6  |
|                | 4:30 PM | 0                              | 1                        | 1                              | 0                        | 2  |
|                | 4:45 PM | 0                              | 1                        | 0                              | 0                        | 1  |
|                | 5:00 PM | 1                              | 2                        | 0                              | 2                        | 5  |
|                | 5:15 PM | 0                              | 1                        | 0                              | 0                        | 1  |
|                | 5:30 PM | 3                              | 9                        | 0                              | 0                        | 12 |
|                | 5:45 PM | 0                              | 0                        | 3                              | 2                        | 5  |
| TOTAL VOLUMES: |         | 7                              | 16                       | 4                              | 7                        | 34 |

Date: 2/28/2026  
 Day: Saturday

|                |          | North Leg<br>E Grand Boulevard | East Leg<br>E 6th Street | South Leg<br>E Grand Boulevard | West Leg<br>E 6th Street |    |
|----------------|----------|--------------------------------|--------------------------|--------------------------------|--------------------------|----|
|                |          | Pedestrians                    | Pedestrians              | Pedestrians                    | Pedestrians              |    |
|                | 12:00 PM | 0                              | 1                        | 1                              | 2                        | 4  |
|                | 12:15 PM | 1                              | 1                        | 1                              | 1                        | 4  |
|                | 12:30 PM | 1                              | 0                        | 0                              | 0                        | 1  |
|                | 12:45 PM | 2                              | 1                        | 0                              | 2                        | 5  |
|                | 1:00 PM  | 0                              | 2                        | 1                              | 0                        | 3  |
|                | 1:15 PM  | 0                              | 2                        | 0                              | 0                        | 2  |
|                | 1:30 PM  | 1                              | 1                        | 1                              | 0                        | 3  |
|                | 1:45 PM  | 4                              | 3                        | 2                              | 2                        | 11 |
| TOTAL VOLUMES: |          | 9                              | 11                       | 6                              | 7                        | 33 |

Location: Corona  
 N/S: E Grand Boulevard  
 E/W: E 6th Street



**BICYCLES**

Date: 2/26/2026  
 Day: Thursday

|                | Southbound<br>E Grand Boulevard |      |       | Westbound<br>E 6th Street |      |       | Northbound<br>E Grand Boulevard |      |       | Eastbound<br>E 6th Street |      |       |    |
|----------------|---------------------------------|------|-------|---------------------------|------|-------|---------------------------------|------|-------|---------------------------|------|-------|----|
|                | Left                            | Thru | Right | Left                      | Thru | Right | Left                            | Thru | Right | Left                      | Thru | Right |    |
| 6:30 AM        | 0                               | 0    | 0     | 0                         | 0    | 0     | 0                               | 1    | 0     | 0                         | 0    | 0     | 1  |
| 6:45 AM        | 0                               | 0    | 0     | 0                         | 0    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 0  |
| 7:00 AM        | 0                               | 0    | 0     | 0                         | 1    | 0     | 0                               | 0    | 0     | 0                         | 2    | 0     | 3  |
| 7:15 AM        | 0                               | 0    | 0     | 0                         | 0    | 0     | 0                               | 1    | 0     | 0                         | 1    | 0     | 2  |
| 7:30 AM        | 0                               | 0    | 0     | 0                         | 0    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 0  |
| 7:45 AM        | 0                               | 1    | 0     | 0                         | 1    | 0     | 0                               | 1    | 0     | 0                         | 0    | 0     | 3  |
| 8:00 AM        | 0                               | 0    | 0     | 0                         | 0    | 0     | 0                               | 0    | 0     | 0                         | 1    | 0     | 1  |
| 8:15 AM        | 0                               | 1    | 0     | 1                         | 0    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 2  |
| 8:30 AM        | 1                               | 0    | 0     | 0                         | 0    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 1  |
| 8:45 AM        | 0                               | 0    | 0     | 0                         | 1    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 1  |
| TOTAL VOLUMES: | 1                               | 2    | 0     | 1                         | 3    | 0     | 0                               | 3    | 0     | 0                         | 4    | 0     | 14 |

Date: 2/26/2026  
 Day: Thursday

|                | Southbound<br>E Grand Boulevard |      |       | Westbound<br>E 6th Street |      |       | Northbound<br>E Grand Boulevard |      |       | Eastbound<br>E 6th Street |      |       |    |
|----------------|---------------------------------|------|-------|---------------------------|------|-------|---------------------------------|------|-------|---------------------------|------|-------|----|
|                | Left                            | Thru | Right | Left                      | Thru | Right | Left                            | Thru | Right | Left                      | Thru | Right |    |
| 4:00 PM        | 0                               | 1    | 0     | 0                         | 0    | 0     | 0                               | 1    | 0     | 0                         | 0    | 0     | 2  |
| 4:15 PM        | 0                               | 1    | 0     | 0                         | 0    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 1  |
| 4:30 PM        | 0                               | 1    | 0     | 0                         | 1    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 2  |
| 4:45 PM        | 0                               | 0    | 0     | 0                         | 0    | 0     | 0                               | 0    | 0     | 0                         | 1    | 0     | 1  |
| 5:00 PM        | 0                               | 3    | 0     | 0                         | 0    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 3  |
| 5:15 PM        | 2                               | 1    | 0     | 0                         | 0    | 0     | 0                               | 0    | 0     | 0                         | 1    | 0     | 4  |
| 5:30 PM        | 0                               | 0    | 0     | 0                         | 0    | 0     | 1                               | 1    | 0     | 0                         | 0    | 0     | 2  |
| 5:45 PM        | 0                               | 1    | 0     | 0                         | 1    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 2  |
| TOTAL VOLUMES: | 2                               | 8    | 0     | 0                         | 2    | 0     | 1                               | 2    | 0     | 0                         | 2    | 0     | 17 |

Date: 2/28/2026  
 Day: Saturday

|                | Southbound<br>E Grand Boulevard |      |       | Westbound<br>E 6th Street |      |       | Northbound<br>E Grand Boulevard |      |       | Eastbound<br>E 6th Street |      |       |   |
|----------------|---------------------------------|------|-------|---------------------------|------|-------|---------------------------------|------|-------|---------------------------|------|-------|---|
|                | Left                            | Thru | Right | Left                      | Thru | Right | Left                            | Thru | Right | Left                      | Thru | Right |   |
| 12:00 PM       | 0                               | 0    | 0     | 0                         | 0    | 0     | 0                               | 0    | 0     | 0                         | 1    | 0     | 1 |
| 12:15 PM       | 0                               | 0    | 0     | 0                         | 0    | 0     | 0                               | 0    | 1     | 0                         | 0    | 0     | 1 |
| 12:30 PM       | 0                               | 0    | 0     | 0                         | 0    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 0 |
| 12:45 PM       | 0                               | 0    | 0     | 0                         | 1    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 1 |
| 1:00 PM        | 0                               | 0    | 0     | 0                         | 0    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 0 |
| 1:15 PM        | 0                               | 1    | 1     | 0                         | 0    | 0     | 0                               | 0    | 0     | 0                         | 1    | 0     | 3 |
| 1:30 PM        | 0                               | 0    | 0     | 0                         | 0    | 1     | 0                               | 0    | 0     | 0                         | 0    | 0     | 1 |
| 1:45 PM        | 0                               | 2    | 0     | 0                         | 0    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 2 |
| TOTAL VOLUMES: | 0                               | 3    | 1     | 0                         | 1    | 1     | 0                               | 0    | 1     | 0                         | 2    | 0     | 9 |

City of Corona  
N/S: Kress Court  
E/W: E 6th Street  
Weather: Clear

File Name : 08\_COR\_Kre\_E 6th AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

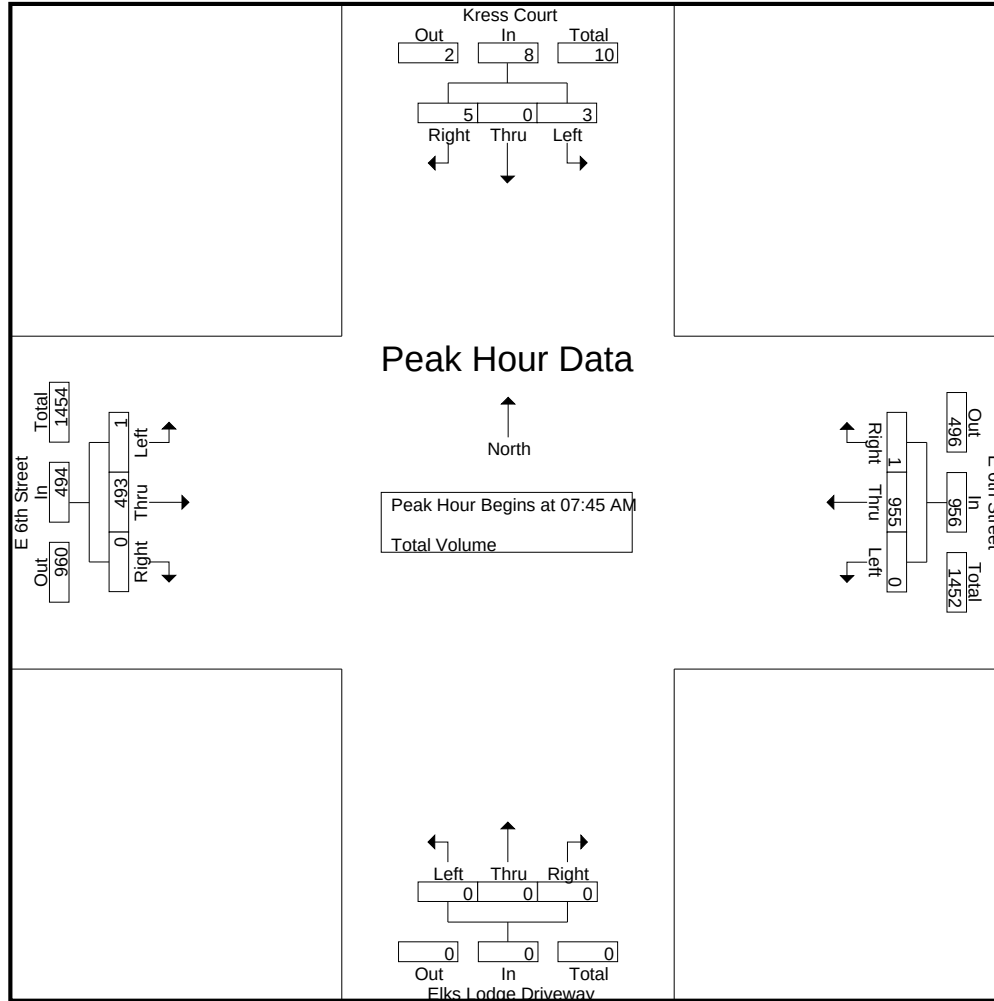
Groups Printed- Total Volume

|             | Kress Court<br>Southbound |      |       |            | E 6th Street<br>Westbound |      |       |            | Elks Lodge Driveway<br>Northbound |      |       |            | E 6th Street<br>Eastbound |      |       |            |            |
|-------------|---------------------------|------|-------|------------|---------------------------|------|-------|------------|-----------------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time  | Left                      | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                              | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. Total |
| 06:30 AM    | 0                         | 0    | 0     | 0          | 0                         | 200  | 1     | 201        | 0                                 | 0    | 0     | 0          | 2                         | 71   | 0     | 73         | 274        |
| 06:45 AM    | 0                         | 0    | 0     | 0          | 0                         | 180  | 0     | 180        | 0                                 | 0    | 0     | 0          | 0                         | 106  | 0     | 106        | 286        |
| Total       | 0                         | 0    | 0     | 0          | 0                         | 380  | 1     | 381        | 0                                 | 0    | 0     | 0          | 2                         | 177  | 0     | 179        | 560        |
| 07:00 AM    | 0                         | 0    | 0     | 0          | 0                         | 229  | 0     | 229        | 0                                 | 0    | 0     | 0          | 0                         | 69   | 0     | 69         | 298        |
| 07:15 AM    | 0                         | 0    | 0     | 0          | 0                         | 218  | 0     | 218        | 0                                 | 0    | 0     | 0          | 0                         | 91   | 0     | 91         | 309        |
| 07:30 AM    | 2                         | 0    | 1     | 3          | 0                         | 208  | 0     | 208        | 0                                 | 0    | 0     | 0          | 0                         | 95   | 0     | 95         | 306        |
| 07:45 AM    | 0                         | 0    | 0     | 0          | 0                         | 219  | 1     | 220        | 0                                 | 0    | 0     | 0          | 1                         | 146  | 0     | 147        | 367        |
| Total       | 2                         | 0    | 1     | 3          | 0                         | 874  | 1     | 875        | 0                                 | 0    | 0     | 0          | 1                         | 401  | 0     | 402        | 1280       |
| 08:00 AM    | 0                         | 0    | 4     | 4          | 0                         | 261  | 0     | 261        | 0                                 | 0    | 0     | 0          | 0                         | 130  | 0     | 130        | 395        |
| 08:15 AM    | 3                         | 0    | 1     | 4          | 0                         | 256  | 0     | 256        | 0                                 | 0    | 0     | 0          | 0                         | 107  | 0     | 107        | 367        |
| 08:30 AM    | 0                         | 0    | 0     | 0          | 0                         | 219  | 0     | 219        | 0                                 | 0    | 0     | 0          | 0                         | 110  | 0     | 110        | 329        |
| 08:45 AM    | 0                         | 0    | 2     | 2          | 0                         | 224  | 2     | 226        | 0                                 | 0    | 0     | 0          | 3                         | 124  | 0     | 127        | 355        |
| Total       | 3                         | 0    | 7     | 10         | 0                         | 960  | 2     | 962        | 0                                 | 0    | 0     | 0          | 3                         | 471  | 0     | 474        | 1446       |
| Grand Total | 5                         | 0    | 8     | 13         | 0                         | 2214 | 4     | 2218       | 0                                 | 0    | 0     | 0          | 6                         | 1049 | 0     | 1055       | 3286       |
| Apprch %    | 38.5                      | 0    | 61.5  |            | 0                         | 99.8 | 0.2   |            | 0                                 | 0    | 0     |            | 0.6                       | 99.4 | 0     |            |            |
| Total %     | 0.2                       | 0    | 0.2   | 0.4        | 0                         | 67.4 | 0.1   | 67.5       | 0                                 | 0    | 0     | 0          | 0.2                       | 31.9 | 0     | 32.1       |            |

|                                                            | Kress Court<br>Southbound |      |       |            | E 6th Street<br>Westbound |      |       |            | Elks Lodge Driveway<br>Northbound |      |       |            | E 6th Street<br>Eastbound |      |       |            |            |
|------------------------------------------------------------|---------------------------|------|-------|------------|---------------------------|------|-------|------------|-----------------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time                                                 | Left                      | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                              | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1 |                           |      |       |            |                           |      |       |            |                                   |      |       |            |                           |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                           |      |       |            |                           |      |       |            |                                   |      |       |            |                           |      |       |            |            |
| 07:45 AM                                                   | 0                         | 0    | 0     | 0          | 0                         | 219  | 1     | 220        | 0                                 | 0    | 0     | 0          | 1                         | 146  | 0     | 147        | 367        |
| 08:00 AM                                                   | 0                         | 0    | 4     | 4          | 0                         | 261  | 0     | 261        | 0                                 | 0    | 0     | 0          | 0                         | 130  | 0     | 130        | 395        |
| 08:15 AM                                                   | 3                         | 0    | 1     | 4          | 0                         | 256  | 0     | 256        | 0                                 | 0    | 0     | 0          | 0                         | 107  | 0     | 107        | 367        |
| 08:30 AM                                                   | 0                         | 0    | 0     | 0          | 0                         | 219  | 0     | 219        | 0                                 | 0    | 0     | 0          | 0                         | 110  | 0     | 110        | 329        |
| Total Volume                                               | 3                         | 0    | 5     | 8          | 0                         | 955  | 1     | 956        | 0                                 | 0    | 0     | 0          | 1                         | 493  | 0     | 494        | 1458       |
| % App. Total                                               | 37.5                      | 0    | 62.5  |            | 0                         | 99.9 | 0.1   |            | 0                                 | 0    | 0     |            | 0.2                       | 99.8 | 0     |            |            |
| PHF                                                        | .250                      | .000 | .313  | .500       | .000                      | .915 | .250  | .916       | .000                              | .000 | .000  | .000       | .250                      | .844 | .000  | .840       | .923       |

City of Corona  
N/S: Kress Court  
E/W: E 6th Street  
Weather: Clear

File Name : 08\_COR\_Kre\_E 6th AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 07:30 AM |      |          |          | 08:00 AM |            |          |            | 06:30 AM |      |      |      | 07:45 AM |            |      |            |
|--------------|----------|------|----------|----------|----------|------------|----------|------------|----------|------|------|------|----------|------------|------|------------|
| +0 mins.     | 2        | 0    | 1        | 3        | 0        | <b>261</b> | 0        | <b>261</b> | 0        | 0    | 0    | 0    | <b>1</b> | <b>146</b> | 0    | <b>147</b> |
| +15 mins.    | 0        | 0    | 0        | 0        | 0        | 256        | 0        | 256        | 0        | 0    | 0    | 0    | 0        | 130        | 0    | 130        |
| +30 mins.    | 0        | 0    | <b>4</b> | <b>4</b> | 0        | 219        | 0        | 219        | 0        | 0    | 0    | 0    | 0        | 107        | 0    | 107        |
| +45 mins.    | <b>3</b> | 0    | 1        | 4        | 0        | 224        | <b>2</b> | 226        | 0        | 0    | 0    | 0    | 0        | 110        | 0    | 110        |
| Total Volume | 5        | 0    | 6        | 11       | 0        | 960        | 2        | 962        | 0        | 0    | 0    | 0    | 1        | 493        | 0    | 494        |
| % App. Total | 45.5     | 0    | 54.5     |          | 0        | 99.8       | 0.2      |            | 0        | 0    | 0    | 0    | 0.2      | 99.8       | 0    |            |
| PHF          | .417     | .000 | .375     | .688     | .000     | .920       | .250     | .921       | .000     | .000 | .000 | .000 | .250     | .844       | .000 | .840       |

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

City of Corona  
N/S: Kress Court  
E/W: E 6th Street  
Weather: Clear

File Name : 08\_COR\_Kre\_E 6th PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

Groups Printed- Total Volume

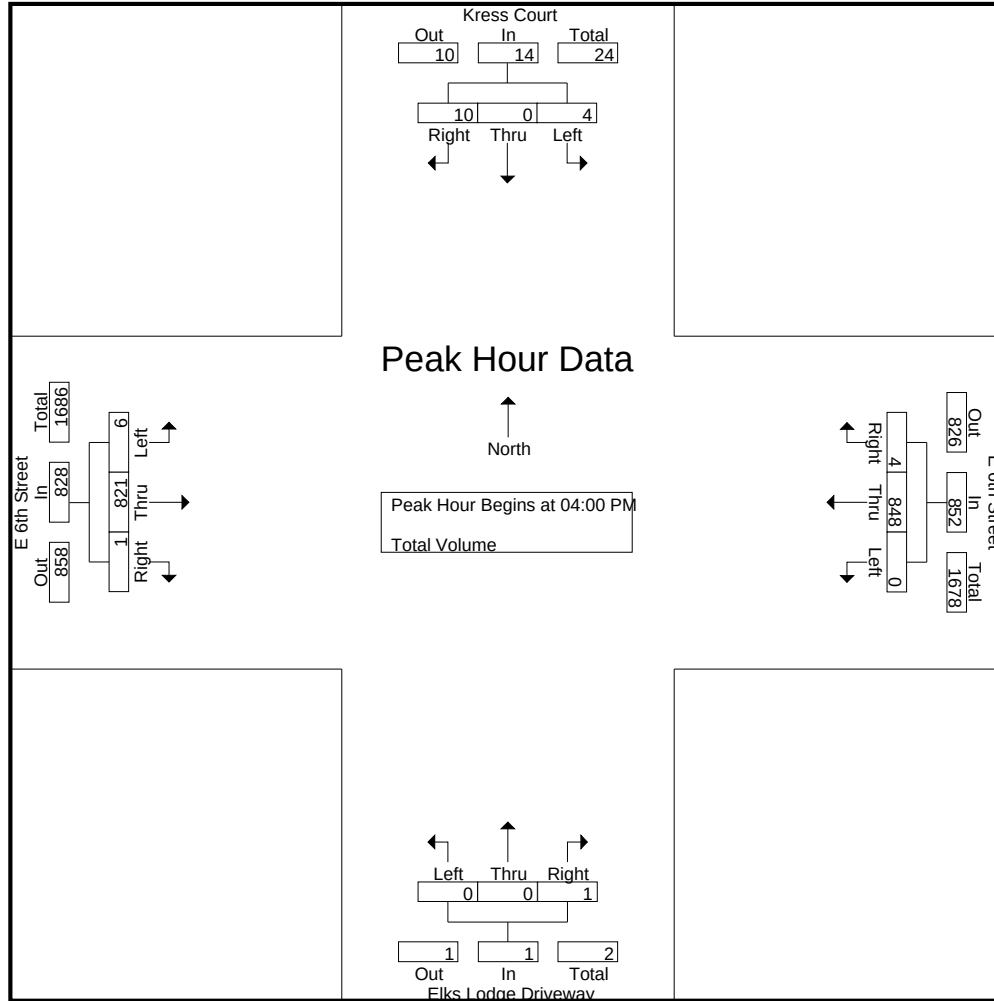
|             | Kress Court<br>Southbound |      |       |            | E 6th Street<br>Westbound |      |       |            | Elks Lodge Driveway<br>Northbound |      |       |            | E 6th Street<br>Eastbound |      |       |            | Int. Total |
|-------------|---------------------------|------|-------|------------|---------------------------|------|-------|------------|-----------------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time  | Left                      | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                              | Thru | Right | App. Total | Left                      | Thru | Right | App. Total |            |
| 04:00 PM    | 2                         | 0    | 2     | 4          | 0                         | 242  | 1     | 243        | 0                                 | 0    | 0     | 0          | 1                         | 238  | 0     | 239        | 486        |
| 04:15 PM    | 0                         | 0    | 3     | 3          | 0                         | 179  | 2     | 181        | 0                                 | 0    | 0     | 0          | 2                         | 240  | 1     | 243        | 427        |
| 04:30 PM    | 2                         | 0    | 3     | 5          | 0                         | 228  | 1     | 229        | 0                                 | 0    | 0     | 0          | 0                         | 196  | 0     | 196        | 430        |
| 04:45 PM    | 0                         | 0    | 2     | 2          | 0                         | 199  | 0     | 199        | 0                                 | 0    | 1     | 1          | 3                         | 147  | 0     | 150        | 352        |
| Total       | 4                         | 0    | 10    | 14         | 0                         | 848  | 4     | 852        | 0                                 | 0    | 1     | 1          | 6                         | 821  | 1     | 828        | 1695       |
| 05:00 PM    | 1                         | 0    | 3     | 4          | 0                         | 228  | 0     | 228        | 0                                 | 0    | 0     | 0          | 0                         | 173  | 1     | 174        | 406        |
| 05:15 PM    | 1                         | 0    | 2     | 3          | 0                         | 202  | 5     | 207        | 1                                 | 0    | 1     | 2          | 4                         | 190  | 0     | 194        | 406        |
| 05:30 PM    | 1                         | 0    | 0     | 1          | 0                         | 193  | 1     | 194        | 1                                 | 0    | 0     | 1          | 3                         | 186  | 0     | 189        | 385        |
| 05:45 PM    | 1                         | 0    | 3     | 4          | 1                         | 192  | 0     | 193        | 0                                 | 0    | 0     | 0          | 0                         | 221  | 0     | 221        | 418        |
| Total       | 4                         | 0    | 8     | 12         | 1                         | 815  | 6     | 822        | 2                                 | 0    | 1     | 3          | 7                         | 770  | 1     | 778        | 1615       |
| Grand Total | 8                         | 0    | 18    | 26         | 1                         | 1663 | 10    | 1674       | 2                                 | 0    | 2     | 4          | 13                        | 1591 | 2     | 1606       | 3310       |
| Apprch %    | 30.8                      | 0    | 69.2  |            | 0.1                       | 99.3 | 0.6   |            | 50                                | 0    | 50    |            | 0.8                       | 99.1 | 0.1   |            |            |
| Total %     | 0.2                       | 0    | 0.5   | 0.8        | 0                         | 50.2 | 0.3   | 50.6       | 0.1                               | 0    | 0.1   | 0.1        | 0.4                       | 48.1 | 0.1   | 48.5       |            |

|                                                            | Kress Court<br>Southbound |      |       |            | E 6th Street<br>Westbound |      |       |            | Elks Lodge Driveway<br>Northbound |      |       |            | E 6th Street<br>Eastbound |      |       |            |            |
|------------------------------------------------------------|---------------------------|------|-------|------------|---------------------------|------|-------|------------|-----------------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time                                                 | Left                      | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                              | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                           |      |       |            |                           |      |       |            |                                   |      |       |            |                           |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |                           |      |       |            |                           |      |       |            |                                   |      |       |            |                           |      |       |            |            |
| 04:00 PM                                                   | 2                         | 0    | 2     | 4          | 0                         | 242  | 1     | 243        | 0                                 | 0    | 0     | 0          | 1                         | 238  | 0     | 239        | 486        |
| 04:15 PM                                                   | 0                         | 0    | 3     | 3          | 0                         | 179  | 2     | 181        | 0                                 | 0    | 0     | 0          | 2                         | 240  | 1     | 243        | 427        |
| 04:30 PM                                                   | 2                         | 0    | 3     | 5          | 0                         | 228  | 1     | 229        | 0                                 | 0    | 0     | 0          | 0                         | 196  | 0     | 196        | 430        |
| 04:45 PM                                                   | 0                         | 0    | 2     | 2          | 0                         | 199  | 0     | 199        | 0                                 | 0    | 1     | 1          | 3                         | 147  | 0     | 150        | 352        |
| Total Volume                                               | 4                         | 0    | 10    | 14         | 0                         | 848  | 4     | 852        | 0                                 | 0    | 1     | 1          | 6                         | 821  | 1     | 828        | 1695       |
| % App. Total                                               | 28.6                      | 0    | 71.4  |            | 0                         | 99.5 | 0.5   |            | 0                                 | 0    | 100   |            | 0.7                       | 99.2 | 0.1   |            |            |
| PHE                                                        | .500                      | .000 | .833  | .700       | .000                      | .876 | .500  | .877       | .000                              | .000 | .250  | .250       | .500                      | .855 | .250  | .852       | .872       |



City of Corona  
N/S: Kress Court  
E/W: E 6th Street  
Weather: Clear

File Name : 08\_COR\_Kre\_E 6th PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



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

|              | 04:00 PM |      |      |      | 04:30 PM |      |      |      | 04:45 PM |      |      |      | 04:00 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 2        | 0    | 2    | 4    | 0        | 228  | 1    | 229  | 0        | 0    | 1    | 1    | 1        | 238  | 0    | 239  |
| +15 mins.    | 0        | 0    | 3    | 3    | 0        | 199  | 0    | 199  | 0        | 0    | 0    | 0    | 2        | 240  | 1    | 243  |
| +30 mins.    | 2        | 0    | 3    | 5    | 0        | 228  | 0    | 228  | 1        | 0    | 1    | 2    | 0        | 196  | 0    | 196  |
| +45 mins.    | 0        | 0    | 2    | 2    | 0        | 202  | 5    | 207  | 1        | 0    | 0    | 1    | 3        | 147  | 0    | 150  |
| Total Volume | 4        | 0    | 10   | 14   | 0        | 857  | 6    | 863  | 2        | 0    | 2    | 4    | 6        | 821  | 1    | 828  |
| % App. Total | 28.6     | 0    | 71.4 |      | 0        | 99.3 | 0.7  |      | 50       | 0    | 50   |      | 0.7      | 99.2 | 0.1  |      |
| PHF          | .500     | .000 | .833 | .700 | .000     | .940 | .300 | .942 | .500     | .000 | .500 | .500 | .500     | .855 | .250 | .852 |

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

City of Corona  
N/S: Kress Court  
E/W: E 6th Street  
Weather: Clear

File Name : 08\_COR\_Kre\_E 6th SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 1

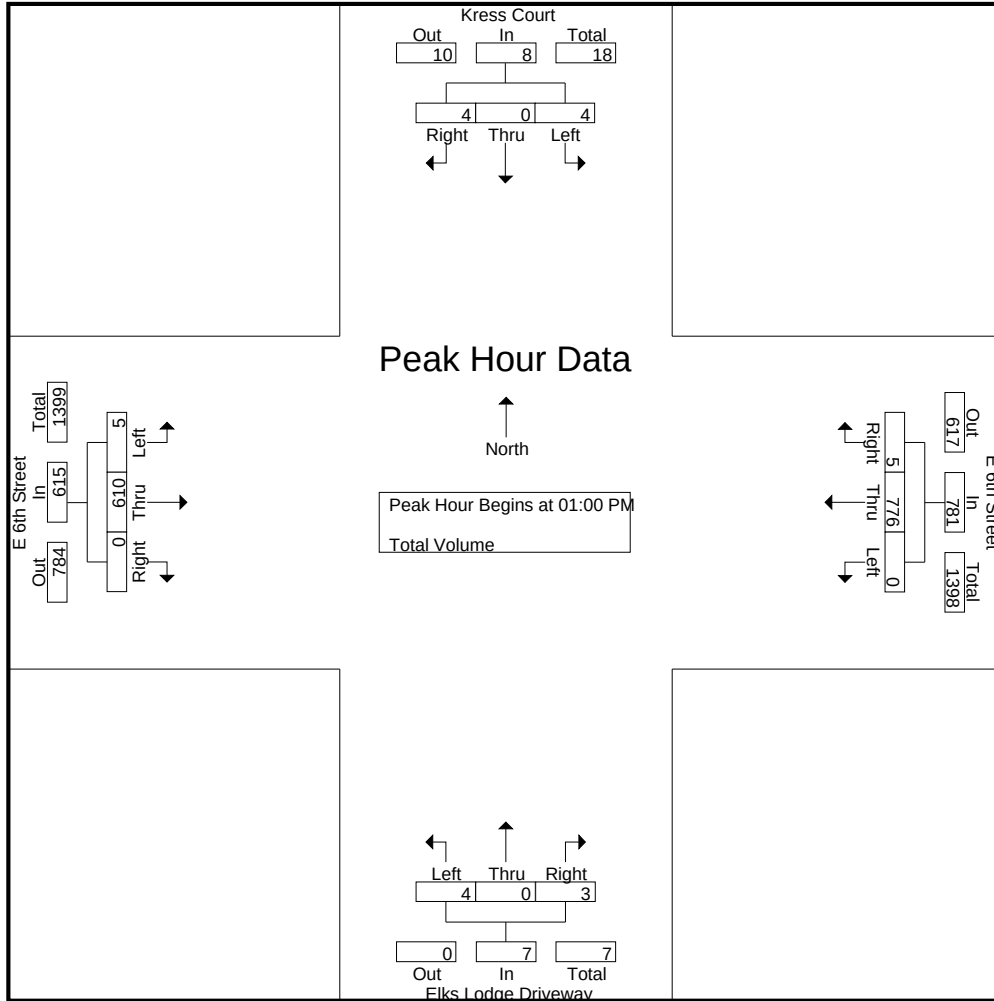
Groups Printed- Total Volume

|             | Kress Court<br>Southbound |      |       |            | E 6th Street<br>Westbound |      |       |            | Elks Lodge Driveway<br>Northbound |      |       |            | E 6th Street<br>Eastbound |      |       |            |            |
|-------------|---------------------------|------|-------|------------|---------------------------|------|-------|------------|-----------------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time  | Left                      | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                              | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. Total |
| 12:00 PM    | 1                         | 0    | 1     | 2          | 0                         | 193  | 1     | 194        | 2                                 | 0    | 2     | 4          | 2                         | 163  | 0     | 165        | 365        |
| 12:15 PM    | 0                         | 0    | 3     | 3          | 0                         | 167  | 1     | 168        | 1                                 | 0    | 1     | 2          | 3                         | 152  | 0     | 155        | 328        |
| 12:30 PM    | 1                         | 0    | 6     | 7          | 0                         | 171  | 1     | 172        | 0                                 | 0    | 0     | 0          | 0                         | 153  | 0     | 153        | 332        |
| 12:45 PM    | 0                         | 0    | 1     | 1          | 0                         | 201  | 3     | 204        | 1                                 | 0    | 1     | 2          | 5                         | 147  | 0     | 152        | 359        |
| Total       | 2                         | 0    | 11    | 13         | 0                         | 732  | 6     | 738        | 4                                 | 0    | 4     | 8          | 10                        | 615  | 0     | 625        | 1384       |
| 01:00 PM    | 2                         | 0    | 0     | 2          | 0                         | 214  | 0     | 214        | 2                                 | 0    | 1     | 3          | 3                         | 151  | 0     | 154        | 373        |
| 01:15 PM    | 1                         | 0    | 1     | 2          | 0                         | 159  | 3     | 162        | 1                                 | 0    | 0     | 1          | 0                         | 146  | 0     | 146        | 311        |
| 01:30 PM    | 0                         | 0    | 3     | 3          | 0                         | 194  | 1     | 195        | 1                                 | 0    | 2     | 3          | 0                         | 161  | 0     | 161        | 362        |
| 01:45 PM    | 1                         | 0    | 0     | 1          | 0                         | 209  | 1     | 210        | 0                                 | 0    | 0     | 0          | 2                         | 152  | 0     | 154        | 365        |
| Total       | 4                         | 0    | 4     | 8          | 0                         | 776  | 5     | 781        | 4                                 | 0    | 3     | 7          | 5                         | 610  | 0     | 615        | 1411       |
| Grand Total | 6                         | 0    | 15    | 21         | 0                         | 1508 | 11    | 1519       | 8                                 | 0    | 7     | 15         | 15                        | 1225 | 0     | 1240       | 2795       |
| Apprch %    | 28.6                      | 0    | 71.4  |            | 0                         | 99.3 | 0.7   |            | 53.3                              | 0    | 46.7  |            | 1.2                       | 98.8 | 0     |            |            |
| Total %     | 0.2                       | 0    | 0.5   | 0.8        | 0                         | 54   | 0.4   | 54.3       | 0.3                               | 0    | 0.3   | 0.5        | 0.5                       | 43.8 | 0     | 44.4       |            |

|                                                            | Kress Court<br>Southbound |      |       |            | E 6th Street<br>Westbound |      |       |            | Elks Lodge Driveway<br>Northbound |      |       |            | E 6th Street<br>Eastbound |      |       |            |            |
|------------------------------------------------------------|---------------------------|------|-------|------------|---------------------------|------|-------|------------|-----------------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time                                                 | Left                      | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                              | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1 |                           |      |       |            |                           |      |       |            |                                   |      |       |            |                           |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 01:00 PM       |                           |      |       |            |                           |      |       |            |                                   |      |       |            |                           |      |       |            |            |
| 01:00 PM                                                   | 2                         | 0    | 0     | 2          | 0                         | 214  | 0     | 214        | 2                                 | 0    | 1     | 3          | 3                         | 151  | 0     | 154        | 373        |
| 01:15 PM                                                   | 1                         | 0    | 1     | 2          | 0                         | 159  | 3     | 162        | 1                                 | 0    | 0     | 1          | 0                         | 146  | 0     | 146        | 311        |
| 01:30 PM                                                   | 0                         | 0    | 3     | 3          | 0                         | 194  | 1     | 195        | 1                                 | 0    | 2     | 3          | 0                         | 161  | 0     | 161        | 362        |
| 01:45 PM                                                   | 1                         | 0    | 0     | 1          | 0                         | 209  | 1     | 210        | 0                                 | 0    | 0     | 0          | 2                         | 152  | 0     | 154        | 365        |
| Total Volume                                               | 4                         | 0    | 4     | 8          | 0                         | 776  | 5     | 781        | 4                                 | 0    | 3     | 7          | 5                         | 610  | 0     | 615        | 1411       |
| % App. Total                                               | 50                        | 0    | 50    |            | 0                         | 99.4 | 0.6   |            | 57.1                              | 0    | 42.9  |            | 0.8                       | 99.2 | 0     |            |            |
| PHF                                                        | .500                      | .000 | .333  | .667       | .000                      | .907 | .417  | .912       | .500                              | .000 | .375  | .583       | .417                      | .947 | .000  | .955       | .946       |

City of Corona  
N/S: Kress Court  
E/W: E 6th Street  
Weather: Clear

File Name : 08\_COR\_Kre\_E 6th SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 12:00 PM |      |      |      | 01:00 PM |      |      |      | 12:45 PM |      |      |      | 12:00 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 1        | 0    | 1    | 2    | 0        | 214  | 0    | 214  | 1        | 0    | 1    | 2    | 2        | 163  | 0    | 165  |
| +15 mins.    | 0        | 0    | 3    | 3    | 0        | 159  | 3    | 162  | 2        | 0    | 1    | 3    | 3        | 152  | 0    | 155  |
| +30 mins.    | 1        | 0    | 6    | 7    | 0        | 194  | 1    | 195  | 1        | 0    | 0    | 1    | 0        | 153  | 0    | 153  |
| +45 mins.    | 0        | 0    | 1    | 1    | 0        | 209  | 1    | 210  | 1        | 0    | 2    | 3    | 5        | 147  | 0    | 152  |
| Total Volume | 2        | 0    | 11   | 13   | 0        | 776  | 5    | 781  | 5        | 0    | 4    | 9    | 10       | 615  | 0    | 625  |
| % App. Total | 15.4     | 0    | 84.6 |      | 0        | 99.4 | 0.6  |      | 55.6     | 0    | 44.4 |      | 1.6      | 98.4 | 0    |      |
| PHF          | .500     | .000 | .458 | .464 | .000     | .907 | .417 | .912 | .625     | .000 | .500 | .750 | .500     | .943 | .000 | .947 |

Location: Corona  
 N/S: Kress Court  
 E/W: E 6th Street



PEDESTRIANS

Date: 2/26/2026  
 Day: Thursday

|                | North Leg<br>Kress Court | East Leg<br>E 6th Street | South Leg<br>Elks Lodge Driveway | West Leg<br>E 6th Street |    |
|----------------|--------------------------|--------------------------|----------------------------------|--------------------------|----|
|                | Pedestrians              | Pedestrians              | Pedestrians                      | Pedestrians              |    |
| 6:30 AM        | 1                        | 0                        | 1                                | 0                        | 2  |
| 6:45 AM        | 0                        | 0                        | 1                                | 0                        | 1  |
| 7:00 AM        | 1                        | 0                        | 0                                | 0                        | 1  |
| 7:15 AM        | 0                        | 0                        | 1                                | 0                        | 1  |
| 7:30 AM        | 1                        | 0                        | 1                                | 0                        | 2  |
| 7:45 AM        | 1                        | 0                        | 1                                | 0                        | 2  |
| 8:00 AM        | 0                        | 1                        | 2                                | 0                        | 3  |
| 8:15 AM        | 2                        | 1                        | 3                                | 0                        | 6  |
| 8:30 AM        | 2                        | 0                        | 0                                | 0                        | 2  |
| 8:45 AM        | 3                        | 0                        | 2                                | 0                        | 5  |
| TOTAL VOLUMES: | 11                       | 2                        | 12                               | 0                        | 25 |

Date: 2/26/2026  
 Day: Thursday

|                | North Leg<br>Kress Court | East Leg<br>E 6th Street | South Leg<br>Elks Lodge Driveway | West Leg<br>E 6th Street |    |
|----------------|--------------------------|--------------------------|----------------------------------|--------------------------|----|
|                | Pedestrians              | Pedestrians              | Pedestrians                      | Pedestrians              |    |
| 4:00 PM        | 3                        | 0                        | 1                                | 0                        | 4  |
| 4:15 PM        | 2                        | 1                        | 1                                | 0                        | 4  |
| 4:30 PM        | 0                        | 0                        | 0                                | 0                        | 0  |
| 4:45 PM        | 9                        | 0                        | 0                                | 0                        | 9  |
| 5:00 PM        | 5                        | 0                        | 0                                | 0                        | 5  |
| 5:15 PM        | 5                        | 0                        | 0                                | 0                        | 5  |
| 5:30 PM        | 3                        | 1                        | 1                                | 0                        | 5  |
| 5:45 PM        | 2                        | 1                        | 0                                | 0                        | 3  |
| TOTAL VOLUMES: | 29                       | 3                        | 3                                | 0                        | 35 |

Date: 2/28/2026  
 Day: Saturday

|                | North Leg<br>Kress Court | East Leg<br>E 6th Street | South Leg<br>Elks Lodge Driveway | West Leg<br>E 6th Street |    |
|----------------|--------------------------|--------------------------|----------------------------------|--------------------------|----|
|                | Pedestrians              | Pedestrians              | Pedestrians                      | Pedestrians              |    |
| 12:00 PM       | 1                        | 0                        | 1                                | 0                        | 2  |
| 12:15 PM       | 2                        | 0                        | 1                                | 1                        | 4  |
| 12:30 PM       | 2                        | 1                        | 1                                | 0                        | 4  |
| 12:45 PM       | 2                        | 0                        | 1                                | 0                        | 3  |
| 1:00 PM        | 0                        | 0                        | 1                                | 0                        | 1  |
| 1:15 PM        | 5                        | 0                        | 1                                | 0                        | 6  |
| 1:30 PM        | 4                        | 0                        | 0                                | 0                        | 4  |
| 1:45 PM        | 0                        | 0                        | 2                                | 0                        | 2  |
| TOTAL VOLUMES: | 16                       | 1                        | 8                                | 1                        | 26 |

Location: Corona  
N/S: Kress Court  
E/W: E 6th Street



**BICYCLES**

Date: 2/26/2026  
Day: Thursday

|                | Southbound<br>Kress Court |      |       | Westbound<br>E 6th Street |      |       | Northbound<br>Elks Lodge Driveway |      |       | Eastbound<br>E 6th Street |      |       |    |
|----------------|---------------------------|------|-------|---------------------------|------|-------|-----------------------------------|------|-------|---------------------------|------|-------|----|
|                | Left                      | Thru | Right | Left                      | Thru | Right | Left                              | Thru | Right | Left                      | Thru | Right |    |
| 6:30 AM        | 0                         | 0    | 0     | 0                         | 0    | 0     | 0                                 | 0    | 0     | 0                         | 0    | 0     | 0  |
| 6:45 AM        | 0                         | 0    | 0     | 0                         | 0    | 0     | 0                                 | 0    | 0     | 0                         | 0    | 0     | 0  |
| 7:00 AM        | 0                         | 0    | 0     | 0                         | 1    | 0     | 0                                 | 0    | 0     | 0                         | 3    | 0     | 4  |
| 7:15 AM        | 0                         | 0    | 0     | 0                         | 0    | 0     | 0                                 | 0    | 0     | 0                         | 1    | 0     | 1  |
| 7:30 AM        | 0                         | 0    | 0     | 0                         | 0    | 0     | 0                                 | 0    | 0     | 0                         | 0    | 0     | 0  |
| 7:45 AM        | 0                         | 0    | 0     | 0                         | 1    | 0     | 0                                 | 0    | 0     | 0                         | 0    | 0     | 1  |
| 8:00 AM        | 0                         | 0    | 0     | 0                         | 0    | 0     | 0                                 | 0    | 0     | 0                         | 1    | 0     | 1  |
| 8:15 AM        | 0                         | 0    | 0     | 0                         | 1    | 0     | 0                                 | 0    | 0     | 0                         | 0    | 0     | 1  |
| 8:30 AM        | 0                         | 0    | 0     | 0                         | 0    | 0     | 0                                 | 0    | 0     | 0                         | 1    | 0     | 1  |
| 8:45 AM        | 0                         | 0    | 0     | 0                         | 2    | 0     | 0                                 | 0    | 0     | 0                         | 1    | 0     | 3  |
| TOTAL VOLUMES: | 0                         | 0    | 0     | 0                         | 5    | 0     | 0                                 | 0    | 0     | 0                         | 7    | 0     | 12 |

Date: 2/26/2026  
Day: Thursday

|                | Southbound<br>Kress Court |      |       | Westbound<br>E 6th Street |      |       | Northbound<br>Elks Lodge Driveway |      |       | Eastbound<br>E 6th Street |      |       |   |
|----------------|---------------------------|------|-------|---------------------------|------|-------|-----------------------------------|------|-------|---------------------------|------|-------|---|
|                | Left                      | Thru | Right | Left                      | Thru | Right | Left                              | Thru | Right | Left                      | Thru | Right |   |
| 4:00 PM        | 0                         | 0    | 0     | 0                         | 0    | 0     | 0                                 | 0    | 0     | 0                         | 0    | 0     | 0 |
| 4:15 PM        | 0                         | 0    | 0     | 0                         | 0    | 0     | 0                                 | 0    | 0     | 0                         | 0    | 0     | 0 |
| 4:30 PM        | 0                         | 0    | 0     | 0                         | 1    | 0     | 0                                 | 0    | 0     | 0                         | 0    | 0     | 1 |
| 4:45 PM        | 0                         | 0    | 0     | 0                         | 1    | 0     | 0                                 | 0    | 0     | 0                         | 2    | 0     | 3 |
| 5:00 PM        | 0                         | 0    | 0     | 0                         | 1    | 0     | 0                                 | 0    | 0     | 0                         | 0    | 0     | 1 |
| 5:15 PM        | 0                         | 0    | 0     | 0                         | 0    | 0     | 0                                 | 0    | 0     | 0                         | 1    | 0     | 1 |
| 5:30 PM        | 0                         | 0    | 0     | 0                         | 0    | 0     | 0                                 | 0    | 0     | 0                         | 0    | 0     | 0 |
| 5:45 PM        | 0                         | 0    | 0     | 0                         | 1    | 0     | 0                                 | 0    | 0     | 0                         | 0    | 0     | 1 |
| TOTAL VOLUMES: | 0                         | 0    | 0     | 0                         | 4    | 0     | 0                                 | 0    | 0     | 0                         | 3    | 0     | 7 |

Date: 2/28/2026  
Day: Saturday

|                | Southbound<br>Kress Court |      |       | Westbound<br>E 6th Street |      |       | Northbound<br>Elks Lodge Driveway |      |       | Eastbound<br>E 6th Street |      |       |    |
|----------------|---------------------------|------|-------|---------------------------|------|-------|-----------------------------------|------|-------|---------------------------|------|-------|----|
|                | Left                      | Thru | Right | Left                      | Thru | Right | Left                              | Thru | Right | Left                      | Thru | Right |    |
| 12:00 PM       | 0                         | 0    | 0     | 0                         | 0    | 0     | 0                                 | 0    | 0     | 0                         | 2    | 0     | 2  |
| 12:15 PM       | 0                         | 0    | 0     | 0                         | 0    | 0     | 0                                 | 0    | 0     | 0                         | 2    | 0     | 2  |
| 12:30 PM       | 0                         | 0    | 0     | 0                         | 0    | 0     | 0                                 | 0    | 0     | 0                         | 0    | 0     | 0  |
| 12:45 PM       | 0                         | 0    | 0     | 0                         | 2    | 0     | 0                                 | 0    | 0     | 1                         | 0    | 0     | 3  |
| 1:00 PM        | 0                         | 0    | 0     | 0                         | 0    | 0     | 0                                 | 0    | 0     | 0                         | 1    | 0     | 1  |
| 1:15 PM        | 0                         | 0    | 0     | 0                         | 0    | 0     | 0                                 | 0    | 0     | 1                         | 1    | 0     | 2  |
| 1:30 PM        | 0                         | 0    | 0     | 0                         | 1    | 0     | 0                                 | 0    | 0     | 0                         | 0    | 0     | 1  |
| 1:45 PM        | 0                         | 0    | 0     | 0                         | 0    | 0     | 0                                 | 0    | 0     | 0                         | 0    | 0     | 0  |
| TOTAL VOLUMES: | 0                         | 0    | 0     | 0                         | 3    | 0     | 0                                 | 0    | 0     | 2                         | 6    | 0     | 11 |

City of Corona  
N/S: Rimpau Avenue  
E/W: E 6th Street  
Weather: Clear

File Name : 09\_COR\_Rim\_E 6th AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

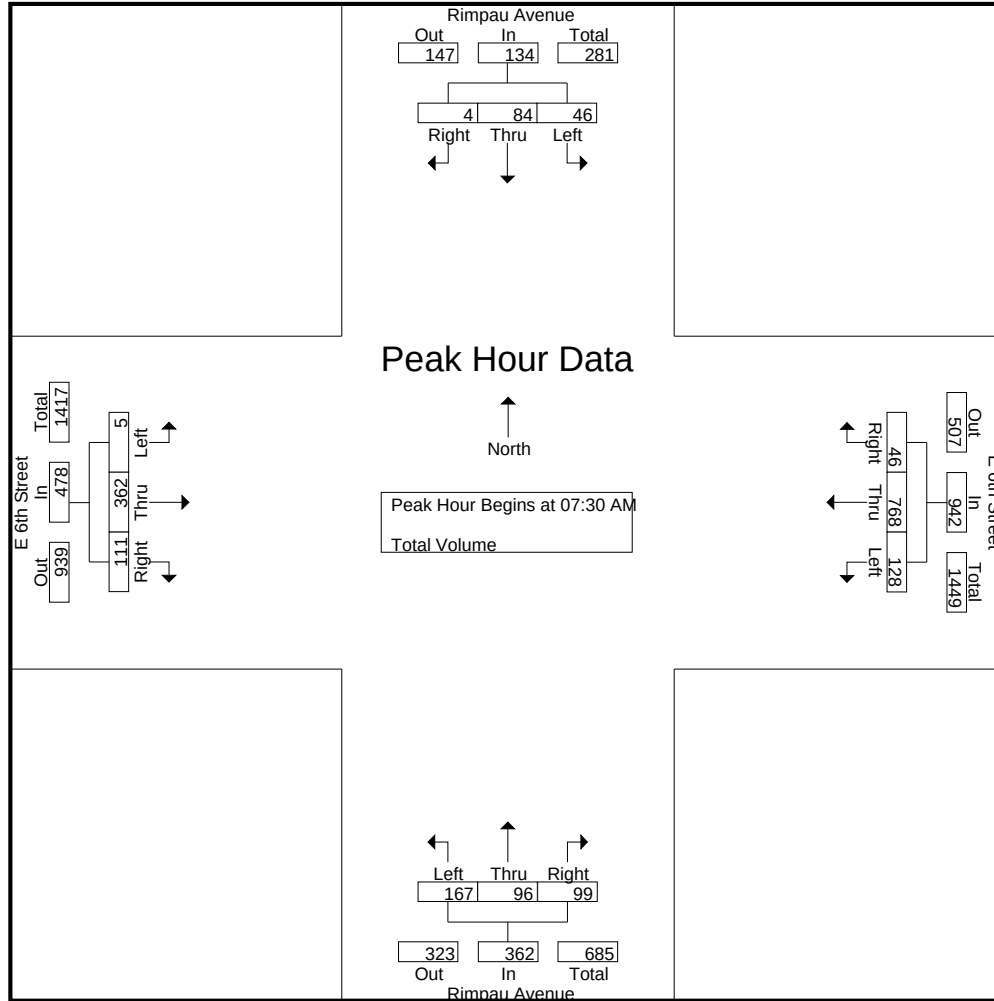
Groups Printed- Total Volume

|             | Rimpau Avenue Southbound |      |       |            | E 6th Street Westbound |      |       |            | Rimpau Avenue Northbound |      |       |            | E 6th Street Eastbound |      |       |            |            |
|-------------|--------------------------|------|-------|------------|------------------------|------|-------|------------|--------------------------|------|-------|------------|------------------------|------|-------|------------|------------|
| Start Time  | Left                     | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Int. Total |
| 06:30 AM    | 4                        | 3    | 0     | 7          | 6                      | 171  | 5     | 182        | 21                       | 11   | 11    | 43         | 0                      | 56   | 13    | 69         | 301        |
| 06:45 AM    | 6                        | 7    | 1     | 14         | 10                     | 186  | 11    | 207        | 21                       | 14   | 12    | 47         | 0                      | 84   | 18    | 102        | 370        |
| Total       | 10                       | 10   | 1     | 21         | 16                     | 357  | 16    | 389        | 42                       | 25   | 23    | 90         | 0                      | 140  | 31    | 171        | 671        |
| 07:00 AM    | 3                        | 9    | 0     | 12         | 9                      | 164  | 6     | 179        | 38                       | 15   | 15    | 68         | 1                      | 59   | 11    | 71         | 330        |
| 07:15 AM    | 7                        | 12   | 1     | 20         | 18                     | 176  | 5     | 199        | 39                       | 19   | 17    | 75         | 1                      | 64   | 20    | 85         | 379        |
| 07:30 AM    | 10                       | 19   | 1     | 30         | 28                     | 200  | 14    | 242        | 31                       | 25   | 19    | 75         | 1                      | 79   | 26    | 106        | 453        |
| 07:45 AM    | 16                       | 19   | 1     | 36         | 40                     | 148  | 8     | 196        | 46                       | 34   | 32    | 112        | 3                      | 112  | 27    | 142        | 486        |
| Total       | 36                       | 59   | 3     | 98         | 95                     | 688  | 33    | 816        | 154                      | 93   | 83    | 330        | 6                      | 314  | 84    | 404        | 1648       |
| 08:00 AM    | 10                       | 22   | 1     | 33         | 34                     | 217  | 13    | 264        | 40                       | 14   | 22    | 76         | 0                      | 86   | 33    | 119        | 492        |
| 08:15 AM    | 10                       | 24   | 1     | 35         | 26                     | 203  | 11    | 240        | 50                       | 23   | 26    | 99         | 1                      | 85   | 25    | 111        | 485        |
| 08:30 AM    | 14                       | 6    | 3     | 23         | 17                     | 182  | 13    | 212        | 54                       | 19   | 26    | 99         | 2                      | 89   | 20    | 111        | 445        |
| 08:45 AM    | 8                        | 6    | 1     | 15         | 10                     | 159  | 8     | 177        | 56                       | 12   | 22    | 90         | 1                      | 99   | 19    | 119        | 401        |
| Total       | 42                       | 58   | 6     | 106        | 87                     | 761  | 45    | 893        | 200                      | 68   | 96    | 364        | 4                      | 359  | 97    | 460        | 1823       |
| Grand Total | 88                       | 127  | 10    | 225        | 198                    | 1806 | 94    | 2098       | 396                      | 186  | 202   | 784        | 10                     | 813  | 212   | 1035       | 4142       |
| Apprch %    | 39.1                     | 56.4 | 4.4   |            | 9.4                    | 86.1 | 4.5   |            | 50.5                     | 23.7 | 25.8  |            | 1                      | 78.6 | 20.5  |            |            |
| Total %     | 2.1                      | 3.1  | 0.2   | 5.4        | 4.8                    | 43.6 | 2.3   | 50.7       | 9.6                      | 4.5  | 4.9   | 18.9       | 0.2                    | 19.6 | 5.1   | 25         |            |

|                                                            | Rimpau Avenue Southbound |           |          |            | E 6th Street Westbound |            |           |            | Rimpau Avenue Northbound |           |           |            | E 6th Street Eastbound |            |           |            |            |
|------------------------------------------------------------|--------------------------|-----------|----------|------------|------------------------|------------|-----------|------------|--------------------------|-----------|-----------|------------|------------------------|------------|-----------|------------|------------|
| Start Time                                                 | Left                     | Thru      | Right    | App. Total | Left                   | Thru       | Right     | App. Total | Left                     | Thru      | Right     | App. Total | Left                   | Thru       | Right     | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1 |                          |           |          |            |                        |            |           |            |                          |           |           |            |                        |            |           |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                          |           |          |            |                        |            |           |            |                          |           |           |            |                        |            |           |            |            |
| 07:30 AM                                                   | 10                       | 19        | <b>1</b> | 30         | 28                     | 200        | <b>14</b> | 242        | 31                       | 25        | 19        | 75         | 1                      | 79         | 26        | 106        | 453        |
| 07:45 AM                                                   | <b>16</b>                | 19        | 1        | <b>36</b>  | <b>40</b>              | 148        | 8         | 196        | 46                       | <b>34</b> | <b>32</b> | <b>112</b> | <b>3</b>               | <b>112</b> | 27        | <b>142</b> | 486        |
| 08:00 AM                                                   | 10                       | 22        | 1        | 33         | 34                     | <b>217</b> | 13        | <b>264</b> | 40                       | 14        | 22        | 76         | 0                      | 86         | <b>33</b> | 119        | <b>492</b> |
| 08:15 AM                                                   | 10                       | <b>24</b> | 1        | 35         | 26                     | 203        | 11        | 240        | <b>50</b>                | 23        | 26        | 99         | 1                      | 85         | 25        | 111        | 485        |
| Total Volume                                               | 46                       | 84        | 4        | 134        | 128                    | 768        | 46        | 942        | 167                      | 96        | 99        | 362        | 5                      | 362        | 111       | 478        | 1916       |
| % App. Total                                               | 34.3                     | 62.7      | 3        |            | 13.6                   | 81.5       | 4.9       |            | 46.1                     | 26.5      | 27.3      |            | 1                      | 75.7       | 23.2      |            |            |
| PHF                                                        | .719                     | .875      | 1.00     | .931       | .800                   | .885       | .821      | .892       | .835                     | .706      | .773      | .808       | .417                   | .808       | .841      | .842       | .974       |

City of Corona  
N/S: Rimpau Avenue  
E/W: E 6th Street  
Weather: Clear

File Name : 09\_COR\_Rim\_E 6th AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 07:30 AM |      |       |      | 07:30 AM |      |      |      | 07:45 AM |      |      |      | 07:45 AM |      |      |      |
|--------------|----------|------|-------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 10       | 19   | 1     | 30   | 28       | 200  | 14   | 242  | 46       | 34   | 32   | 112  | 3        | 112  | 27   | 142  |
| +15 mins.    | 16       | 19   | 1     | 36   | 40       | 148  | 8    | 196  | 40       | 14   | 22   | 76   | 0        | 86   | 33   | 119  |
| +30 mins.    | 10       | 22   | 1     | 33   | 34       | 217  | 13   | 264  | 50       | 23   | 26   | 99   | 1        | 85   | 25   | 111  |
| +45 mins.    | 10       | 24   | 1     | 35   | 26       | 203  | 11   | 240  | 54       | 19   | 26   | 99   | 2        | 89   | 20   | 111  |
| Total Volume | 46       | 84   | 4     | 134  | 128      | 768  | 46   | 942  | 190      | 90   | 106  | 386  | 6        | 372  | 105  | 483  |
| % App. Total | 34.3     | 62.7 | 3     |      | 13.6     | 81.5 | 4.9  |      | 49.2     | 23.3 | 27.5 |      | 1.2      | 77   | 21.7 |      |
| PHF          | .719     | .875 | 1.000 | .931 | .800     | .885 | .821 | .892 | .880     | .662 | .828 | .862 | .500     | .830 | .795 | .850 |

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

City of Corona  
N/S: Rimpau Avenue  
E/W: E 6th Street  
Weather: Clear

File Name : 09\_COR\_Rim\_E 6th PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

Groups Printed- Total Volume

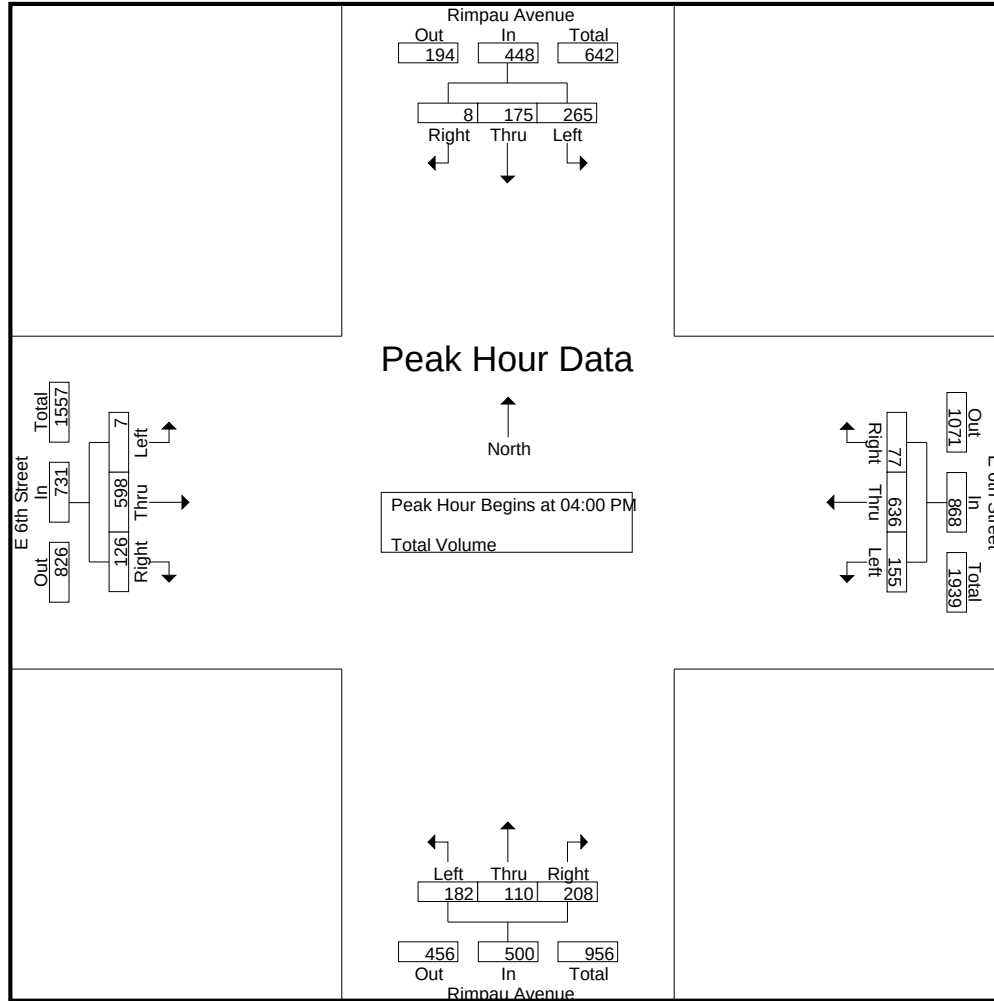
|             | Rimpau Avenue Southbound |      |       |            | E 6th Street Westbound |      |       |            | Rimpau Avenue Northbound |      |       |            | E 6th Street Eastbound |      |       |            |            |
|-------------|--------------------------|------|-------|------------|------------------------|------|-------|------------|--------------------------|------|-------|------------|------------------------|------|-------|------------|------------|
| Start Time  | Left                     | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Int. Total |
| 04:00 PM    | 53                       | 29   | 4     | 86         | 35                     | 176  | 11    | 222        | 55                       | 38   | 66    | 159        | 2                      | 188  | 35    | 225        | 692        |
| 04:15 PM    | 90                       | 36   | 1     | 127        | 29                     | 132  | 10    | 171        | 38                       | 21   | 71    | 130        | 0                      | 194  | 28    | 222        | 650        |
| 04:30 PM    | 73                       | 54   | 1     | 128        | 52                     | 189  | 15    | 256        | 47                       | 21   | 38    | 106        | 1                      | 126  | 23    | 150        | 640        |
| 04:45 PM    | 49                       | 56   | 2     | 107        | 39                     | 139  | 41    | 219        | 42                       | 30   | 33    | 105        | 4                      | 90   | 40    | 134        | 565        |
| Total       | 265                      | 175  | 8     | 448        | 155                    | 636  | 77    | 868        | 182                      | 110  | 208   | 500        | 7                      | 598  | 126   | 731        | 2547       |
| 05:00 PM    | 51                       | 43   | 2     | 96         | 46                     | 166  | 19    | 231        | 59                       | 19   | 40    | 118        | 4                      | 132  | 34    | 170        | 615        |
| 05:15 PM    | 46                       | 39   | 1     | 86         | 26                     | 145  | 41    | 212        | 57                       | 20   | 42    | 119        | 6                      | 168  | 44    | 218        | 635        |
| 05:30 PM    | 29                       | 20   | 1     | 50         | 36                     | 131  | 13    | 180        | 56                       | 17   | 42    | 115        | 3                      | 172  | 34    | 209        | 554        |
| 05:45 PM    | 47                       | 42   | 1     | 90         | 30                     | 148  | 8     | 186        | 38                       | 19   | 36    | 93         | 2                      | 170  | 41    | 213        | 582        |
| Total       | 173                      | 144  | 5     | 322        | 138                    | 590  | 81    | 809        | 210                      | 75   | 160   | 445        | 15                     | 642  | 153   | 810        | 2386       |
| Grand Total | 438                      | 319  | 13    | 770        | 293                    | 1226 | 158   | 1677       | 392                      | 185  | 368   | 945        | 22                     | 1240 | 279   | 1541       | 4933       |
| Apprch %    | 56.9                     | 41.4 | 1.7   |            | 17.5                   | 73.1 | 9.4   |            | 41.5                     | 19.6 | 38.9  |            | 1.4                    | 80.5 | 18.1  |            |            |
| Total %     | 8.9                      | 6.5  | 0.3   | 15.6       | 5.9                    | 24.9 | 3.2   | 34         | 7.9                      | 3.8  | 7.5   | 19.2       | 0.4                    | 25.1 | 5.7   | 31.2       |            |

|                                                            | Rimpau Avenue Southbound |           |          |            | E 6th Street Westbound |            |           |            | Rimpau Avenue Northbound |           |           |            | E 6th Street Eastbound |            |           |            |            |
|------------------------------------------------------------|--------------------------|-----------|----------|------------|------------------------|------------|-----------|------------|--------------------------|-----------|-----------|------------|------------------------|------------|-----------|------------|------------|
| Start Time                                                 | Left                     | Thru      | Right    | App. Total | Left                   | Thru       | Right     | App. Total | Left                     | Thru      | Right     | App. Total | Left                   | Thru       | Right     | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                          |           |          |            |                        |            |           |            |                          |           |           |            |                        |            |           |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |                          |           |          |            |                        |            |           |            |                          |           |           |            |                        |            |           |            |            |
| 04:00 PM                                                   | 53                       | 29        | <b>4</b> | 86         | 35                     | 176        | 11        | 222        | <b>55</b>                | <b>38</b> | 66        | <b>159</b> | 2                      | 188        | 35        | <b>225</b> | <b>692</b> |
| 04:15 PM                                                   | <b>90</b>                | 36        | 1        | 127        | 29                     | 132        | 10        | 171        | 38                       | 21        | <b>71</b> | 130        | 0                      | <b>194</b> | 28        | 222        | 650        |
| 04:30 PM                                                   | 73                       | 54        | 1        | <b>128</b> | <b>52</b>              | <b>189</b> | 15        | <b>256</b> | 47                       | 21        | 38        | 106        | 1                      | 126        | 23        | 150        | 640        |
| 04:45 PM                                                   | 49                       | <b>56</b> | 2        | 107        | 39                     | 139        | <b>41</b> | 219        | 42                       | 30        | 33        | 105        | <b>4</b>               | 90         | <b>40</b> | 134        | 565        |
| Total Volume                                               | 265                      | 175       | 8        | 448        | 155                    | 636        | 77        | 868        | 182                      | 110       | 208       | 500        | 7                      | 598        | 126       | 731        | 2547       |
| % App. Total                                               | 59.2                     | 39.1      | 1.8      |            | 17.9                   | 73.3       | 8.9       |            | 36.4                     | 22        | 41.6      |            | 1                      | 81.8       | 17.2      |            |            |
| PHF                                                        | .736                     | .781      | .500     | .875       | .745                   | .841       | .470      | .848       | .827                     | .724      | .732      | .786       | .438                   | .771       | .788      | .812       | .920       |



City of Corona  
N/S: Rimpau Avenue  
E/W: E 6th Street  
Weather: Clear

File Name : 09\_COR\_Rim\_E 6th PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



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

|              | 04:15 PM |      |      |      | 04:30 PM |      |      |      | 04:00 PM |      |      |      | 05:00 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 90       | 36   | 1    | 127  | 52       | 189  | 15   | 256  | 55       | 38   | 66   | 159  | 4        | 132  | 34   | 170  |
| +15 mins.    | 73       | 54   | 1    | 128  | 39       | 139  | 41   | 219  | 38       | 21   | 71   | 130  | 6        | 168  | 44   | 218  |
| +30 mins.    | 49       | 56   | 2    | 107  | 46       | 166  | 19   | 231  | 47       | 21   | 38   | 106  | 3        | 172  | 34   | 209  |
| +45 mins.    | 51       | 43   | 2    | 96   | 26       | 145  | 41   | 212  | 42       | 30   | 33   | 105  | 2        | 170  | 41   | 213  |
| Total Volume | 263      | 189  | 6    | 458  | 163      | 639  | 116  | 918  | 182      | 110  | 208  | 500  | 15       | 642  | 153  | 810  |
| % App. Total | 57.4     | 41.3 | 1.3  |      | 17.8     | 69.6 | 12.6 |      | 36.4     | 22   | 41.6 |      | 1.9      | 79.3 | 18.9 |      |
| PHF          | .731     | .844 | .750 | .895 | .784     | .845 | .707 | .896 | .827     | .724 | .732 | .786 | .625     | .933 | .869 | .929 |

City of Corona  
N/S: Rimpau Avenue  
E/W: E 6th Street  
Weather: Clear

File Name : 09\_COR\_Rim\_E 6th SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 1

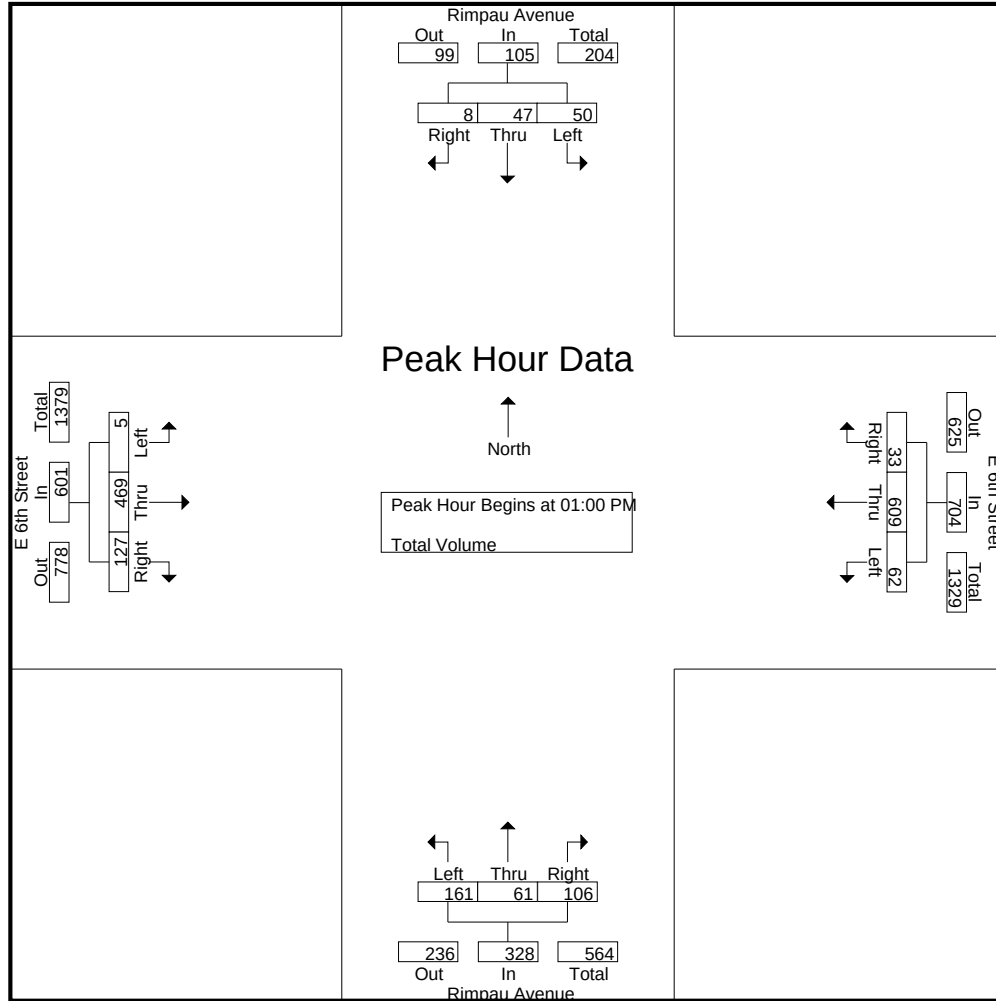
Groups Printed- Total Volume

|             | Rimpau Avenue Southbound |      |       |            | E 6th Street Westbound |      |       |            | Rimpau Avenue Northbound |      |       |            | E 6th Street Eastbound |      |       |            |            |
|-------------|--------------------------|------|-------|------------|------------------------|------|-------|------------|--------------------------|------|-------|------------|------------------------|------|-------|------------|------------|
| Start Time  | Left                     | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Int. Total |
| 12:00 PM    | 15                       | 11   | 1     | 27         | 23                     | 138  | 7     | 168        | 47                       | 15   | 19    | 81         | 0                      | 116  | 41    | 157        | 433        |
| 12:15 PM    | 11                       | 8    | 2     | 21         | 17                     | 133  | 9     | 159        | 41                       | 14   | 30    | 85         | 0                      | 119  | 40    | 159        | 424        |
| 12:30 PM    | 5                        | 16   | 2     | 23         | 21                     | 141  | 16    | 178        | 40                       | 16   | 16    | 72         | 1                      | 101  | 44    | 146        | 419        |
| 12:45 PM    | 9                        | 10   | 1     | 20         | 17                     | 127  | 4     | 148        | 56                       | 24   | 26    | 106        | 1                      | 102  | 41    | 144        | 418        |
| Total       | 40                       | 45   | 6     | 91         | 78                     | 539  | 36    | 653        | 184                      | 69   | 91    | 344        | 2                      | 438  | 166   | 606        | 1694       |
| 01:00 PM    | 15                       | 18   | 2     | 35         | 12                     | 171  | 14    | 197        | 33                       | 10   | 33    | 76         | 1                      | 111  | 36    | 148        | 456        |
| 01:15 PM    | 13                       | 12   | 1     | 26         | 15                     | 118  | 7     | 140        | 47                       | 17   | 24    | 88         | 2                      | 118  | 32    | 152        | 406        |
| 01:30 PM    | 10                       | 8    | 2     | 20         | 16                     | 156  | 5     | 177        | 35                       | 23   | 22    | 80         | 0                      | 120  | 34    | 154        | 431        |
| 01:45 PM    | 12                       | 9    | 3     | 24         | 19                     | 164  | 7     | 190        | 46                       | 11   | 27    | 84         | 2                      | 120  | 25    | 147        | 445        |
| Total       | 50                       | 47   | 8     | 105        | 62                     | 609  | 33    | 704        | 161                      | 61   | 106   | 328        | 5                      | 469  | 127   | 601        | 1738       |
| Grand Total | 90                       | 92   | 14    | 196        | 140                    | 1148 | 69    | 1357       | 345                      | 130  | 197   | 672        | 7                      | 907  | 293   | 1207       | 3432       |
| Apprch %    | 45.9                     | 46.9 | 7.1   |            | 10.3                   | 84.6 | 5.1   |            | 51.3                     | 19.3 | 29.3  |            | 0.6                    | 75.1 | 24.3  |            |            |
| Total %     | 2.6                      | 2.7  | 0.4   | 5.7        | 4.1                    | 33.4 | 2     | 39.5       | 10.1                     | 3.8  | 5.7   | 19.6       | 0.2                    | 26.4 | 8.5   | 35.2       |            |

|                                                            | Rimpau Avenue Southbound |           |          |            | E 6th Street Westbound |            |           |            | Rimpau Avenue Northbound |           |           |            | E 6th Street Eastbound |            |           |            |            |
|------------------------------------------------------------|--------------------------|-----------|----------|------------|------------------------|------------|-----------|------------|--------------------------|-----------|-----------|------------|------------------------|------------|-----------|------------|------------|
| Start Time                                                 | Left                     | Thru      | Right    | App. Total | Left                   | Thru       | Right     | App. Total | Left                     | Thru      | Right     | App. Total | Left                   | Thru       | Right     | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1 |                          |           |          |            |                        |            |           |            |                          |           |           |            |                        |            |           |            |            |
| Peak Hour for Entire Intersection Begins at 01:00 PM       |                          |           |          |            |                        |            |           |            |                          |           |           |            |                        |            |           |            |            |
| 01:00 PM                                                   | <b>15</b>                | <b>18</b> | 2        | <b>35</b>  | 12                     | <b>171</b> | <b>14</b> | <b>197</b> | 33                       | 10        | <b>33</b> | 76         | 1                      | 111        | <b>36</b> | 148        | <b>456</b> |
| 01:15 PM                                                   | 13                       | 12        | 1        | 26         | 15                     | 118        | 7         | 140        | <b>47</b>                | 17        | 24        | <b>88</b>  | <b>2</b>               | 118        | 32        | 152        | 406        |
| 01:30 PM                                                   | 10                       | 8         | 2        | 20         | 16                     | 156        | 5         | 177        | 35                       | <b>23</b> | 22        | 80         | 0                      | <b>120</b> | 34        | <b>154</b> | 431        |
| 01:45 PM                                                   | 12                       | 9         | <b>3</b> | 24         | <b>19</b>              | 164        | 7         | 190        | 46                       | 11        | 27        | 84         | 2                      | 120        | 25        | 147        | 445        |
| Total Volume                                               | 50                       | 47        | 8        | 105        | 62                     | 609        | 33        | 704        | 161                      | 61        | 106       | 328        | 5                      | 469        | 127       | 601        | 1738       |
| % App. Total                                               | 47.6                     | 44.8      | 7.6      |            | 8.8                    | 86.5       | 4.7       |            | 49.1                     | 18.6      | 32.3      |            | 0.8                    | 78         | 21.1      |            |            |
| PHF                                                        | .833                     | .653      | .667     | .750       | .816                   | .890       | .589      | .893       | .856                     | .663      | .803      | .932       | .625                   | .977       | .882      | .976       | .953       |

City of Corona  
N/S: Rimpau Avenue  
E/W: E 6th Street  
Weather: Clear

File Name : 09\_COR\_Rim\_E 6th SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 01:00 PM  |           |          |           | 01:00 PM  |            |           |            | 12:45 PM  |           |           |            | 12:00 PM |            |           |            |
|--------------|-----------|-----------|----------|-----------|-----------|------------|-----------|------------|-----------|-----------|-----------|------------|----------|------------|-----------|------------|
| +0 mins.     | <b>15</b> | <b>18</b> | 2        | <b>35</b> | 12        | <b>171</b> | <b>14</b> | <b>197</b> | <b>56</b> | <b>24</b> | 26        | <b>106</b> | 0        | 116        | 41        | 157        |
| +15 mins.    | 13        | 12        | 1        | 26        | 15        | 118        | 7         | 140        | 33        | 10        | <b>33</b> | 76         | 0        | <b>119</b> | 40        | <b>159</b> |
| +30 mins.    | 10        | 8         | 2        | 20        | 16        | 156        | 5         | 177        | 47        | 17        | 24        | 88         | <b>1</b> | 101        | <b>44</b> | 146        |
| +45 mins.    | 12        | 9         | <b>3</b> | 24        | <b>19</b> | 164        | 7         | 190        | 35        | 23        | 22        | 80         | 1        | 102        | 41        | 144        |
| Total Volume | 50        | 47        | 8        | 105       | 62        | 609        | 33        | 704        | 171       | 74        | 105       | 350        | 2        | 438        | 166       | 606        |
| % App. Total | 47.6      | 44.8      | 7.6      |           | 8.8       | 86.5       | 4.7       |            | 48.9      | 21.1      | 30        |            | 0.3      | 72.3       | 27.4      |            |
| PHF          | .833      | .653      | .667     | .750      | .816      | .890       | .589      | .893       | .763      | .771      | .795      | .825       | .500     | .920       | .943      | .953       |

Location: Corona  
N/S: Rimpau Avenue  
E/W: E 6th Street



PEDESTRIANS

Date: 2/26/2026

Day: Thursday

|                | North Leg<br>Rimpau Avenue | East Leg<br>E 6th Street | South Leg<br>Rimpau Avenue | West Leg<br>E 6th Street |    |
|----------------|----------------------------|--------------------------|----------------------------|--------------------------|----|
|                | Pedestrians                | Pedestrians              | Pedestrians                | Pedestrians              |    |
| 6:30 AM        | 1                          | 0                        | 0                          | 0                        | 1  |
| 6:45 AM        | 0                          | 0                        | 1                          | 0                        | 1  |
| 7:00 AM        | 1                          | 1                        | 0                          | 3                        | 5  |
| 7:15 AM        | 0                          | 0                        | 1                          | 1                        | 2  |
| 7:30 AM        | 0                          | 1                        | 0                          | 1                        | 2  |
| 7:45 AM        | 0                          | 0                        | 0                          | 0                        | 0  |
| 8:00 AM        | 1                          | 0                        | 3                          | 1                        | 5  |
| 8:15 AM        | 0                          | 0                        | 1                          | 0                        | 1  |
| 8:30 AM        | 0                          | 0                        | 0                          | 3                        | 3  |
| 8:45 AM        | 0                          | 0                        | 0                          | 0                        | 0  |
| TOTAL VOLUMES: | 3                          | 2                        | 6                          | 9                        | 20 |

Date: 2/26/2026

Day: Thursday

|                | North Leg<br>Rimpau Avenue | East Leg<br>E 6th Street | South Leg<br>Rimpau Avenue | West Leg<br>E 6th Street |    |
|----------------|----------------------------|--------------------------|----------------------------|--------------------------|----|
|                | Pedestrians                | Pedestrians              | Pedestrians                | Pedestrians              |    |
| 4:00 PM        | 0                          | 0                        | 0                          | 6                        | 6  |
| 4:15 PM        | 1                          | 0                        | 0                          | 6                        | 7  |
| 4:30 PM        | 0                          | 0                        | 0                          | 6                        | 6  |
| 4:45 PM        | 1                          | 0                        | 0                          | 0                        | 1  |
| 5:00 PM        | 1                          | 0                        | 0                          | 1                        | 2  |
| 5:15 PM        | 1                          | 0                        | 0                          | 4                        | 5  |
| 5:30 PM        | 2                          | 1                        | 0                          | 1                        | 4  |
| 5:45 PM        | 1                          | 0                        | 0                          | 1                        | 2  |
| TOTAL VOLUMES: | 7                          | 1                        | 0                          | 25                       | 33 |

Date: 2/28/2026

Day: Saturday

|                | North Leg<br>Rimpau Avenue | East Leg<br>E 6th Street | South Leg<br>Rimpau Avenue | West Leg<br>E 6th Street |   |
|----------------|----------------------------|--------------------------|----------------------------|--------------------------|---|
|                | Pedestrians                | Pedestrians              | Pedestrians                | Pedestrians              |   |
| 12:00 PM       | 0                          | 1                        | 2                          | 0                        | 3 |
| 12:15 PM       | 0                          | 0                        | 1                          | 0                        | 1 |
| 12:30 PM       | 0                          | 0                        | 0                          | 0                        | 0 |
| 12:45 PM       | 0                          | 0                        | 0                          | 0                        | 0 |
| 1:00 PM        | 0                          | 0                        | 1                          | 0                        | 1 |
| 1:15 PM        | 0                          | 2                        | 0                          | 0                        | 2 |
| 1:30 PM        | 0                          | 1                        | 0                          | 0                        | 1 |
| 1:45 PM        | 0                          | 0                        | 0                          | 0                        | 0 |
| TOTAL VOLUMES: | 0                          | 4                        | 4                          | 0                        | 8 |

Location: Corona  
 N/S: Rimpau Avenue  
 E/W: E 6th Street



**BICYCLES**

Date: 2/26/2026  
 Day: Thursday

|                | Southbound<br>Rimpau Avenue |      |       | Westbound<br>E 6th Street |      |       | Northbound<br>Rimpau Avenue |      |       | Eastbound<br>E 6th Street |      |       |    |
|----------------|-----------------------------|------|-------|---------------------------|------|-------|-----------------------------|------|-------|---------------------------|------|-------|----|
|                | Left                        | Thru | Right | Left                      | Thru | Right | Left                        | Thru | Right | Left                      | Thru | Right |    |
| 6:30 AM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 0  |
| 6:45 AM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 1    | 0     | 0                         | 0    | 0     | 1  |
| 7:00 AM        | 0                           | 0    | 0     | 0                         | 1    | 0     | 0                           | 0    | 0     | 0                         | 2    | 0     | 3  |
| 7:15 AM        | 1                           | 0    | 0     | 0                         | 1    | 0     | 0                           | 0    | 0     | 0                         | 1    | 0     | 3  |
| 7:30 AM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 0  |
| 7:45 AM        | 0                           | 0    | 0     | 0                         | 0    | 1     | 0                           | 0    | 0     | 0                         | 0    | 0     | 1  |
| 8:00 AM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 0  |
| 8:15 AM        | 0                           | 0    | 0     | 0                         | 1    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 1  |
| 8:30 AM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 1    | 1     | 2  |
| 8:45 AM        | 0                           | 0    | 0     | 0                         | 1    | 0     | 1                           | 0    | 0     | 0                         | 0    | 0     | 2  |
| TOTAL VOLUMES: | 1                           | 0    | 0     | 0                         | 4    | 1     | 1                           | 1    | 0     | 0                         | 4    | 1     | 13 |

Date: 2/26/2026  
 Day: Thursday

|                | Southbound<br>Rimpau Avenue |      |       | Westbound<br>E 6th Street |      |       | Northbound<br>Rimpau Avenue |      |       | Eastbound<br>E 6th Street |      |       |    |
|----------------|-----------------------------|------|-------|---------------------------|------|-------|-----------------------------|------|-------|---------------------------|------|-------|----|
|                | Left                        | Thru | Right | Left                      | Thru | Right | Left                        | Thru | Right | Left                      | Thru | Right |    |
| 4:00 PM        | 0                           | 0    | 0     | 0                         | 0    | 1     | 0                           | 0    | 0     | 0                         | 0    | 0     | 1  |
| 4:15 PM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 0  |
| 4:30 PM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 1    | 0     | 0                         | 0    | 0     | 1  |
| 4:45 PM        | 0                           | 1    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 1    | 0     | 2  |
| 5:00 PM        | 0                           | 0    | 0     | 0                         | 1    | 0     | 0                           | 0    | 0     | 0                         | 1    | 0     | 2  |
| 5:15 PM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 2                         | 1    | 0     | 3  |
| 5:30 PM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 3                         | 0    | 0     | 3  |
| 5:45 PM        | 0                           | 1    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 1  |
| TOTAL VOLUMES: | 0                           | 2    | 0     | 0                         | 1    | 1     | 0                           | 1    | 0     | 5                         | 3    | 0     | 13 |

Date: 2/28/2026  
 Day: Saturday

|                | Southbound<br>Rimpau Avenue |      |       | Westbound<br>E 6th Street |      |       | Northbound<br>Rimpau Avenue |      |       | Eastbound<br>E 6th Street |      |       |   |
|----------------|-----------------------------|------|-------|---------------------------|------|-------|-----------------------------|------|-------|---------------------------|------|-------|---|
|                | Left                        | Thru | Right | Left                      | Thru | Right | Left                        | Thru | Right | Left                      | Thru | Right |   |
| 12:00 PM       | 0                           | 1    | 0     | 1                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 2 |
| 12:15 PM       | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 0 |
| 12:30 PM       | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 0 |
| 12:45 PM       | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 0 |
| 1:00 PM        | 3                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 1    | 0     | 4 |
| 1:15 PM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 0 |
| 1:30 PM        | 0                           | 0    | 0     | 0                         | 1    | 0     | 0                           | 0    | 0     | 0                         | 1    | 0     | 2 |
| 1:45 PM        | 0                           | 0    | 0     | 1                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 1 |
| TOTAL VOLUMES: | 3                           | 1    | 0     | 2                         | 1    | 0     | 0                           | 0    | 0     | 0                         | 2    | 0     | 9 |

City of Corona  
N/S: East Park Driveway  
E/W: Quarry Street  
Weather: Clear

File Name : 10\_COR\_E PDW\_Qua AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

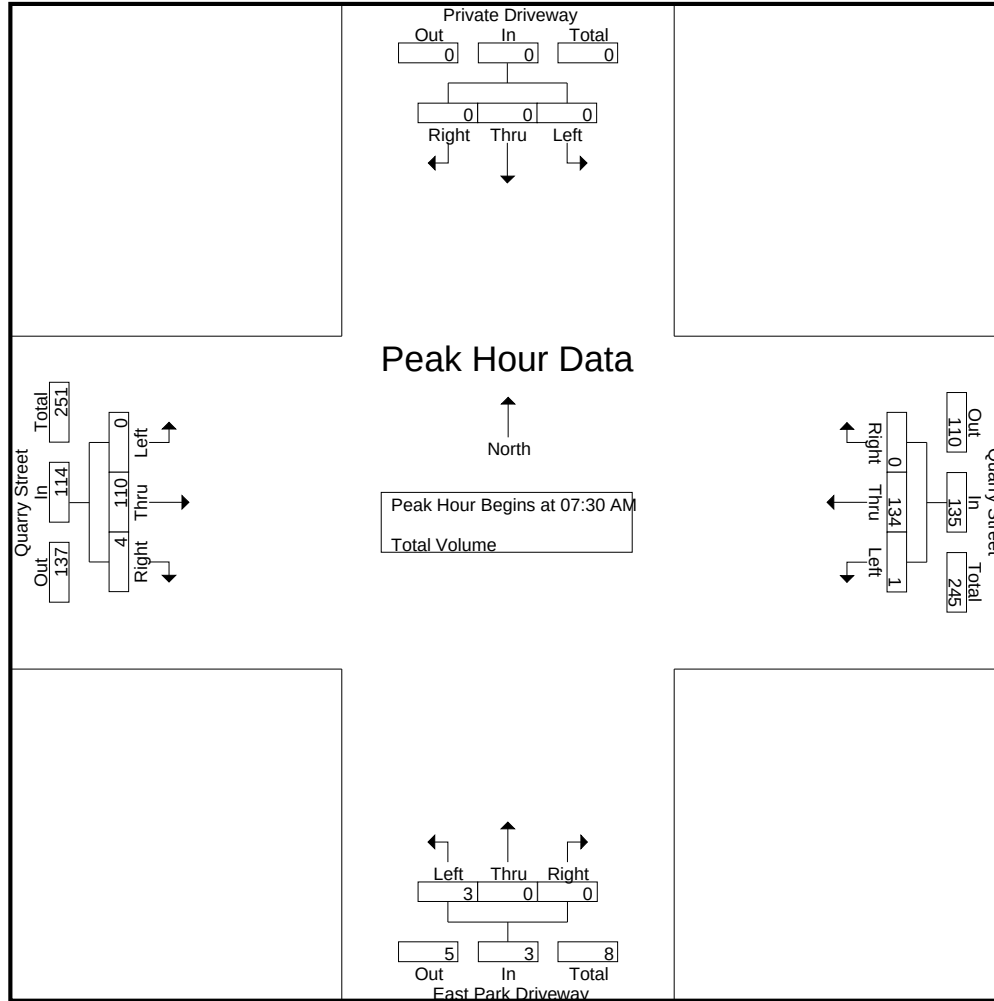
Groups Printed- Total Volume

|             | Private Driveway Southbound |      |       |            | Quarry Street Westbound |      |       |            | East Park Driveway Northbound |      |       |            | Quarry Street Eastbound |      |       |            |            |
|-------------|-----------------------------|------|-------|------------|-------------------------|------|-------|------------|-------------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
| Start Time  | Left                        | Thru | Right | App. Total | Left                    | Thru | Right | App. Total | Left                          | Thru | Right | App. Total | Left                    | Thru | Right | App. Total | Int. Total |
| 06:30 AM    | 0                           | 0    | 0     | 0          | 0                       | 13   | 0     | 13         | 0                             | 0    | 0     | 0          | 0                       | 5    | 0     | 5          | 18         |
| 06:45 AM    | 0                           | 0    | 0     | 0          | 0                       | 20   | 0     | 20         | 0                             | 0    | 1     | 1          | 0                       | 17   | 0     | 17         | 38         |
| Total       | 0                           | 0    | 0     | 0          | 0                       | 33   | 0     | 33         | 0                             | 0    | 1     | 1          | 0                       | 22   | 0     | 22         | 56         |
| 07:00 AM    | 0                           | 0    | 0     | 0          | 1                       | 25   | 0     | 26         | 0                             | 0    | 0     | 0          | 0                       | 11   | 0     | 11         | 37         |
| 07:15 AM    | 1                           | 0    | 0     | 1          | 0                       | 25   | 0     | 25         | 0                             | 0    | 0     | 0          | 0                       | 15   | 1     | 16         | 42         |
| 07:30 AM    | 0                           | 0    | 0     | 0          | 0                       | 34   | 0     | 34         | 0                             | 0    | 0     | 0          | 0                       | 24   | 1     | 25         | 59         |
| 07:45 AM    | 0                           | 0    | 0     | 0          | 0                       | 38   | 0     | 38         | 2                             | 0    | 0     | 2          | 0                       | 31   | 1     | 32         | 72         |
| Total       | 1                           | 0    | 0     | 1          | 1                       | 122  | 0     | 123        | 2                             | 0    | 0     | 2          | 0                       | 81   | 3     | 84         | 210        |
| 08:00 AM    | 0                           | 0    | 0     | 0          | 1                       | 31   | 0     | 32         | 0                             | 0    | 0     | 0          | 0                       | 26   | 2     | 28         | 60         |
| 08:15 AM    | 0                           | 0    | 0     | 0          | 0                       | 31   | 0     | 31         | 1                             | 0    | 0     | 1          | 0                       | 29   | 0     | 29         | 61         |
| 08:30 AM    | 0                           | 0    | 0     | 0          | 0                       | 34   | 0     | 34         | 1                             | 0    | 1     | 2          | 0                       | 20   | 2     | 22         | 58         |
| 08:45 AM    | 0                           | 0    | 0     | 0          | 2                       | 29   | 0     | 31         | 2                             | 0    | 1     | 3          | 0                       | 14   | 0     | 14         | 48         |
| Total       | 0                           | 0    | 0     | 0          | 3                       | 125  | 0     | 128        | 4                             | 0    | 2     | 6          | 0                       | 89   | 4     | 93         | 227        |
| Grand Total | 1                           | 0    | 0     | 1          | 4                       | 280  | 0     | 284        | 6                             | 0    | 3     | 9          | 0                       | 192  | 7     | 199        | 493        |
| Apprch %    | 100                         | 0    | 0     |            | 1.4                     | 98.6 | 0     |            | 66.7                          | 0    | 33.3  |            | 0                       | 96.5 | 3.5   |            |            |
| Total %     | 0.2                         | 0    | 0     | 0.2        | 0.8                     | 56.8 | 0     | 57.6       | 1.2                           | 0    | 0.6   | 1.8        | 0                       | 38.9 | 1.4   | 40.4       |            |

|                                                            | Private Driveway Southbound |      |       |            | Quarry Street Westbound |      |       |            | East Park Driveway Northbound |      |       |            | Quarry Street Eastbound |      |       |            |            |
|------------------------------------------------------------|-----------------------------|------|-------|------------|-------------------------|------|-------|------------|-------------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
| Start Time                                                 | Left                        | Thru | Right | App. Total | Left                    | Thru | Right | App. Total | Left                          | Thru | Right | App. Total | Left                    | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1 |                             |      |       |            |                         |      |       |            |                               |      |       |            |                         |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                             |      |       |            |                         |      |       |            |                               |      |       |            |                         |      |       |            |            |
| 07:30 AM                                                   | 0                           | 0    | 0     | 0          | 0                       | 34   | 0     | 34         | 0                             | 0    | 0     | 0          | 0                       | 24   | 1     | 25         | 59         |
| 07:45 AM                                                   | 0                           | 0    | 0     | 0          | 0                       | 38   | 0     | 38         | 2                             | 0    | 0     | 2          | 0                       | 31   | 1     | 32         | 72         |
| 08:00 AM                                                   | 0                           | 0    | 0     | 0          | 1                       | 31   | 0     | 32         | 0                             | 0    | 0     | 0          | 0                       | 26   | 2     | 28         | 60         |
| 08:15 AM                                                   | 0                           | 0    | 0     | 0          | 0                       | 31   | 0     | 31         | 1                             | 0    | 0     | 1          | 0                       | 29   | 0     | 29         | 61         |
| Total Volume                                               | 0                           | 0    | 0     | 0          | 1                       | 134  | 0     | 135        | 3                             | 0    | 0     | 3          | 0                       | 110  | 4     | 114        | 252        |
| % App. Total                                               | 0                           | 0    | 0     |            | 0.7                     | 99.3 | 0     |            | 100                           | 0    | 0     |            | 0                       | 96.5 | 3.5   |            |            |
| PHF                                                        | .000                        | .000 | .000  | .000       | .250                    | .882 | .000  | .888       | .375                          | .000 | .000  | .375       | .000                    | .887 | .500  | .891       | .875       |

City of Corona  
N/S: East Park Driveway  
E/W: Quarry Street  
Weather: Clear

File Name : 10\_COR\_E PDW\_Qua AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 06:30 AM |      |      |          | 07:30 AM |           |      |           | 08:00 AM |      |          |          | 07:30 AM |           |          |           |
|--------------|----------|------|------|----------|----------|-----------|------|-----------|----------|------|----------|----------|----------|-----------|----------|-----------|
| +0 mins.     | 0        | 0    | 0    | 0        | 0        | 34        | 0    | 34        | 0        | 0    | 0        | 0        | 0        | 24        | 1        | 25        |
| +15 mins.    | 0        | 0    | 0    | 0        | 0        | <b>38</b> | 0    | <b>38</b> | 1        | 0    | 0        | 1        | 0        | <b>31</b> | 1        | <b>32</b> |
| +30 mins.    | 0        | 0    | 0    | 0        | <b>1</b> | 31        | 0    | 32        | 1        | 0    | <b>1</b> | 2        | 0        | 26        | <b>2</b> | 28        |
| +45 mins.    | <b>1</b> | 0    | 0    | <b>1</b> | 0        | 31        | 0    | 31        | <b>2</b> | 0    | 1        | <b>3</b> | 0        | 29        | 0        | 29        |
| Total Volume | 1        | 0    | 0    | 1        | 1        | 134       | 0    | 135       | 4        | 0    | 2        | 6        | 0        | 110       | 4        | 114       |
| % App. Total | 100      | 0    | 0    |          | 0.7      | 99.3      | 0    |           | 66.7     | 0    | 33.3     |          | 0        | 96.5      | 3.5      |           |
| PHF          | .250     | .000 | .000 | .250     | .250     | .882      | .000 | .888      | .500     | .000 | .500     | .500     | .000     | .887      | .500     | .891      |

City of Corona  
N/S: East Park Driveway  
E/W: Quarry Street  
Weather: Clear

File Name : 10\_COR\_E PDW\_Qua PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

Groups Printed- Total Volume

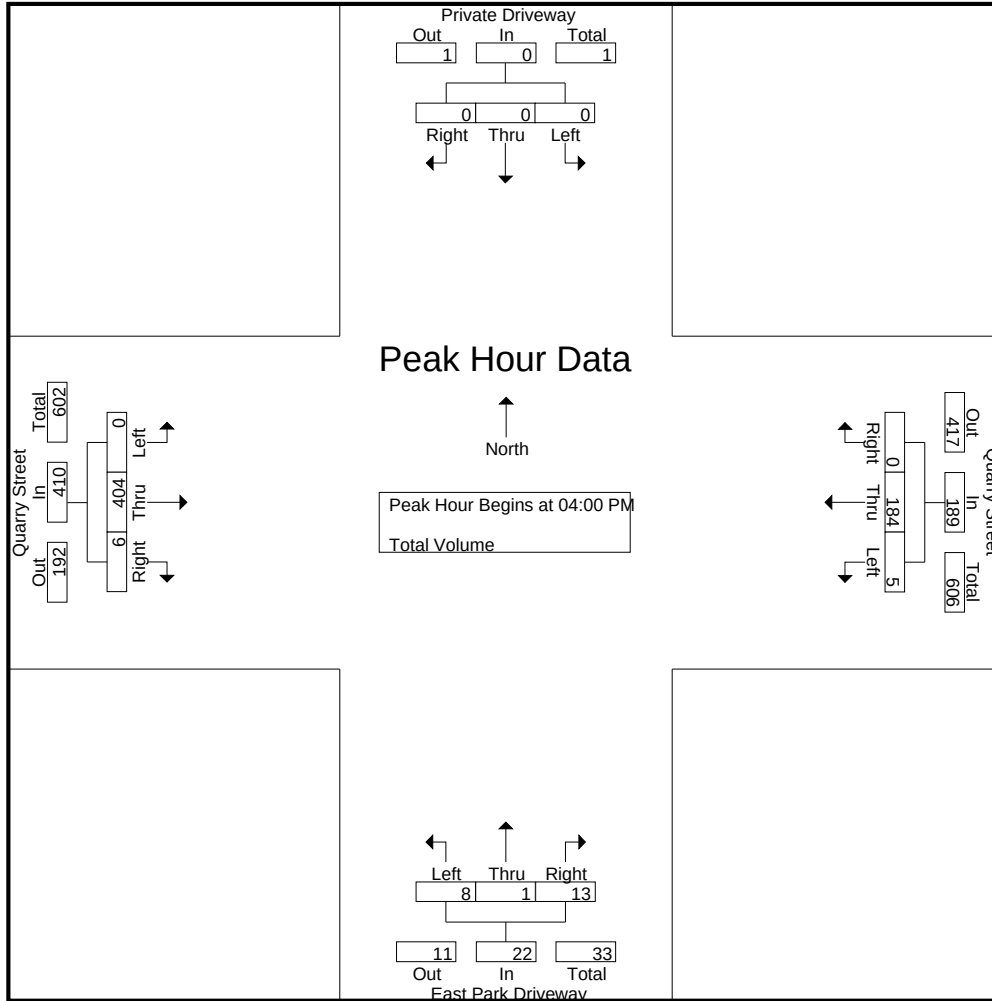
|             | Private Driveway<br>Southbound |      |       |            | Quarry Street<br>Westbound |      |       |            | East Park Driveway<br>Northbound |      |       |            | Quarry Street<br>Eastbound |      |       |            |            |
|-------------|--------------------------------|------|-------|------------|----------------------------|------|-------|------------|----------------------------------|------|-------|------------|----------------------------|------|-------|------------|------------|
| Start Time  | Left                           | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Left                             | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Int. Total |
| 04:00 PM    | 0                              | 0    | 0     | 0          | 0                          | 53   | 0     | 53         | 1                                | 0    | 3     | 4          | 0                          | 77   | 1     | 78         | 135        |
| 04:15 PM    | 0                              | 0    | 0     | 0          | 0                          | 39   | 0     | 39         | 0                                | 0    | 1     | 1          | 0                          | 121  | 3     | 124        | 164        |
| 04:30 PM    | 0                              | 0    | 0     | 0          | 1                          | 39   | 0     | 40         | 0                                | 1    | 2     | 3          | 0                          | 130  | 1     | 131        | 174        |
| 04:45 PM    | 0                              | 0    | 0     | 0          | 4                          | 53   | 0     | 57         | 7                                | 0    | 7     | 14         | 0                          | 76   | 1     | 77         | 148        |
| Total       | 0                              | 0    | 0     | 0          | 5                          | 184  | 0     | 189        | 8                                | 1    | 13    | 22         | 0                          | 404  | 6     | 410        | 621        |
| 05:00 PM    | 0                              | 0    | 0     | 0          | 0                          | 45   | 0     | 45         | 3                                | 0    | 2     | 5          | 0                          | 84   | 1     | 85         | 135        |
| 05:15 PM    | 0                              | 0    | 0     | 0          | 2                          | 36   | 0     | 38         | 1                                | 0    | 3     | 4          | 0                          | 68   | 6     | 74         | 116        |
| 05:30 PM    | 0                              | 0    | 0     | 0          | 0                          | 27   | 0     | 27         | 4                                | 0    | 2     | 6          | 0                          | 46   | 2     | 48         | 81         |
| 05:45 PM    | 0                              | 0    | 0     | 0          | 2                          | 34   | 0     | 36         | 1                                | 0    | 1     | 2          | 0                          | 74   | 4     | 78         | 116        |
| Total       | 0                              | 0    | 0     | 0          | 4                          | 142  | 0     | 146        | 9                                | 0    | 8     | 17         | 0                          | 272  | 13    | 285        | 448        |
| Grand Total | 0                              | 0    | 0     | 0          | 9                          | 326  | 0     | 335        | 17                               | 1    | 21    | 39         | 0                          | 676  | 19    | 695        | 1069       |
| Apprch %    | 0                              | 0    | 0     |            | 2.7                        | 97.3 | 0     |            | 43.6                             | 2.6  | 53.8  |            | 0                          | 97.3 | 2.7   |            |            |
| Total %     | 0                              | 0    | 0     | 0          | 0.8                        | 30.5 | 0     | 31.3       | 1.6                              | 0.1  | 2     | 3.6        | 0                          | 63.2 | 1.8   | 65         |            |

|                                                            | Private Driveway<br>Southbound |      |       |            | Quarry Street<br>Westbound |      |       |            | East Park Driveway<br>Northbound |      |       |            | Quarry Street<br>Eastbound |      |       |            |            |
|------------------------------------------------------------|--------------------------------|------|-------|------------|----------------------------|------|-------|------------|----------------------------------|------|-------|------------|----------------------------|------|-------|------------|------------|
| Start Time                                                 | Left                           | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Left                             | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                                |      |       |            |                            |      |       |            |                                  |      |       |            |                            |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |                                |      |       |            |                            |      |       |            |                                  |      |       |            |                            |      |       |            |            |
| 04:00 PM                                                   | 0                              | 0    | 0     | 0          | 0                          | 53   | 0     | 53         | 1                                | 0    | 3     | 4          | 0                          | 77   | 1     | 78         | 135        |
| 04:15 PM                                                   | 0                              | 0    | 0     | 0          | 0                          | 39   | 0     | 39         | 0                                | 0    | 1     | 1          | 0                          | 121  | 3     | 124        | 164        |
| 04:30 PM                                                   | 0                              | 0    | 0     | 0          | 1                          | 39   | 0     | 40         | 0                                | 1    | 2     | 3          | 0                          | 130  | 1     | 131        | 174        |
| 04:45 PM                                                   | 0                              | 0    | 0     | 0          | 4                          | 53   | 0     | 57         | 7                                | 0    | 7     | 14         | 0                          | 76   | 1     | 77         | 148        |
| Total Volume                                               | 0                              | 0    | 0     | 0          | 5                          | 184  | 0     | 189        | 8                                | 1    | 13    | 22         | 0                          | 404  | 6     | 410        | 621        |
| % App. Total                                               | 0                              | 0    | 0     |            | 2.6                        | 97.4 | 0     |            | 36.4                             | 4.5  | 59.1  |            | 0                          | 98.5 | 1.5   |            |            |
| PHF                                                        | .000                           | .000 | .000  | .000       | .313                       | .868 | .000  | .829       | .286                             | .250 | .464  | .393       | .000                       | .777 | .500  | .782       | .892       |



City of Corona  
N/S: East Park Driveway  
E/W: Quarry Street  
Weather: Clear

File Name : 10\_COR\_E PDW\_Qua PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



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

|              | 04:00 PM |      |      |      | 04:00 PM |      |      |      | 04:45 PM |      |      |      | 04:15 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 0        | 0    | 0    | 0    | 0        | 53   | 0    | 53   | 7        | 0    | 7    | 14   | 0        | 121  | 3    | 124  |
| +15 mins.    | 0        | 0    | 0    | 0    | 0        | 39   | 0    | 39   | 3        | 0    | 2    | 5    | 0        | 130  | 1    | 131  |
| +30 mins.    | 0        | 0    | 0    | 0    | 1        | 39   | 0    | 40   | 1        | 0    | 3    | 4    | 0        | 76   | 1    | 77   |
| +45 mins.    | 0        | 0    | 0    | 0    | 4        | 53   | 0    | 57   | 4        | 0    | 2    | 6    | 0        | 84   | 1    | 85   |
| Total Volume | 0        | 0    | 0    | 0    | 5        | 184  | 0    | 189  | 15       | 0    | 14   | 29   | 0        | 411  | 6    | 417  |
| % App. Total | 0        | 0    | 0    | 0    | 2.6      | 97.4 | 0    |      | 51.7     | 0    | 48.3 |      | 0        | 98.6 | 1.4  |      |
| PHF          | .000     | .000 | .000 | .000 | .313     | .868 | .000 | .829 | .536     | .000 | .500 | .518 | .000     | .790 | .500 | .796 |

City of Corona  
N/S: East Park Driveway  
E/W: Quarry Street  
Weather: Clear

File Name : 10\_COR\_E PDW\_Qua SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 1

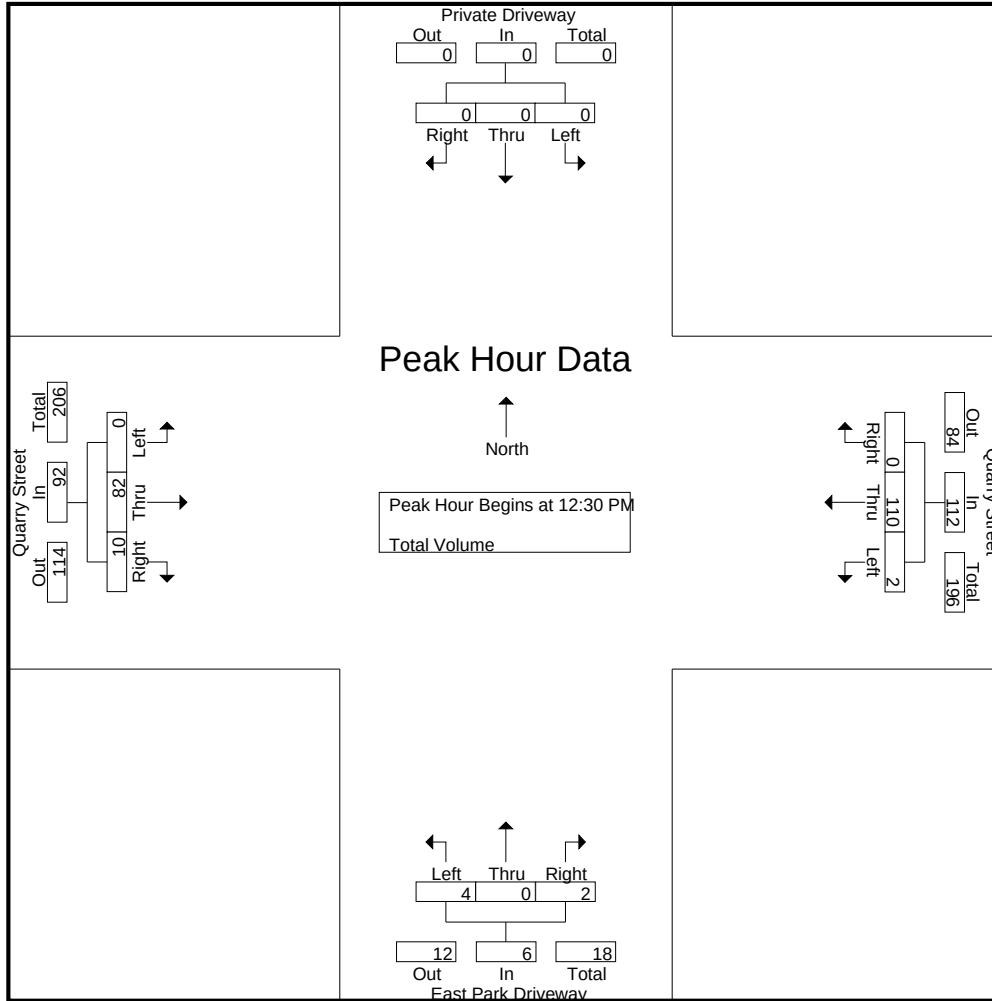
Groups Printed- Total Volume

|             | Private Driveway<br>Southbound |      |       |            | Quarry Street<br>Westbound |      |       |            | East Park Driveway<br>Northbound |      |       |            | Quarry Street<br>Eastbound |      |       |            |            |
|-------------|--------------------------------|------|-------|------------|----------------------------|------|-------|------------|----------------------------------|------|-------|------------|----------------------------|------|-------|------------|------------|
| Start Time  | Left                           | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Left                             | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Int. Total |
| 12:00 PM    | 0                              | 0    | 0     | 0          | 0                          | 18   | 0     | 18         | 1                                | 0    | 0     | 1          | 0                          | 28   | 0     | 28         | 47         |
| 12:15 PM    | 0                              | 0    | 0     | 0          | 1                          | 26   | 0     | 27         | 1                                | 0    | 0     | 1          | 0                          | 13   | 2     | 15         | 43         |
| 12:30 PM    | 0                              | 0    | 0     | 0          | 0                          | 30   | 0     | 30         | 2                                | 0    | 0     | 2          | 0                          | 19   | 5     | 24         | 56         |
| 12:45 PM    | 0                              | 0    | 0     | 0          | 0                          | 32   | 0     | 32         | 1                                | 0    | 0     | 1          | 0                          | 14   | 2     | 16         | 49         |
| Total       | 0                              | 0    | 0     | 0          | 1                          | 106  | 0     | 107        | 5                                | 0    | 0     | 5          | 0                          | 74   | 9     | 83         | 195        |
| 01:00 PM    | 0                              | 0    | 0     | 0          | 1                          | 25   | 0     | 26         | 1                                | 0    | 0     | 1          | 0                          | 27   | 2     | 29         | 56         |
| 01:15 PM    | 0                              | 0    | 0     | 0          | 1                          | 23   | 0     | 24         | 0                                | 0    | 2     | 2          | 0                          | 22   | 1     | 23         | 49         |
| 01:30 PM    | 0                              | 0    | 0     | 0          | 0                          | 27   | 0     | 27         | 0                                | 0    | 0     | 0          | 1                          | 16   | 2     | 19         | 46         |
| 01:45 PM    | 0                              | 0    | 0     | 0          | 2                          | 21   | 0     | 23         | 2                                | 0    | 2     | 4          | 0                          | 17   | 1     | 18         | 45         |
| Total       | 0                              | 0    | 0     | 0          | 4                          | 96   | 0     | 100        | 3                                | 0    | 4     | 7          | 1                          | 82   | 6     | 89         | 196        |
| Grand Total | 0                              | 0    | 0     | 0          | 5                          | 202  | 0     | 207        | 8                                | 0    | 4     | 12         | 1                          | 156  | 15    | 172        | 391        |
| Apprch %    | 0                              | 0    | 0     |            | 2.4                        | 97.6 | 0     |            | 66.7                             | 0    | 33.3  |            | 0.6                        | 90.7 | 8.7   |            |            |
| Total %     | 0                              | 0    | 0     | 0          | 1.3                        | 51.7 | 0     | 52.9       | 2                                | 0    | 1     | 3.1        | 0.3                        | 39.9 | 3.8   | 44         |            |

|                                                            | Private Driveway<br>Southbound |      |       |            | Quarry Street<br>Westbound |      |       |            | East Park Driveway<br>Northbound |      |       |            | Quarry Street<br>Eastbound |      |       |            |            |
|------------------------------------------------------------|--------------------------------|------|-------|------------|----------------------------|------|-------|------------|----------------------------------|------|-------|------------|----------------------------|------|-------|------------|------------|
| Start Time                                                 | Left                           | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Left                             | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1 |                                |      |       |            |                            |      |       |            |                                  |      |       |            |                            |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 12:30 PM       |                                |      |       |            |                            |      |       |            |                                  |      |       |            |                            |      |       |            |            |
| 12:30 PM                                                   | 0                              | 0    | 0     | 0          | 0                          | 30   | 0     | 30         | 2                                | 0    | 0     | 2          | 0                          | 19   | 5     | 24         | 56         |
| 12:45 PM                                                   | 0                              | 0    | 0     | 0          | 0                          | 32   | 0     | 32         | 1                                | 0    | 0     | 1          | 0                          | 14   | 2     | 16         | 49         |
| 01:00 PM                                                   | 0                              | 0    | 0     | 0          | 1                          | 25   | 0     | 26         | 1                                | 0    | 0     | 1          | 0                          | 27   | 2     | 29         | 56         |
| 01:15 PM                                                   | 0                              | 0    | 0     | 0          | 1                          | 23   | 0     | 24         | 0                                | 0    | 2     | 2          | 0                          | 22   | 1     | 23         | 49         |
| Total Volume                                               | 0                              | 0    | 0     | 0          | 2                          | 110  | 0     | 112        | 4                                | 0    | 2     | 6          | 0                          | 82   | 10    | 92         | 210        |
| % App. Total                                               | 0                              | 0    | 0     |            | 1.8                        | 98.2 | 0     |            | 66.7                             | 0    | 33.3  |            | 0                          | 89.1 | 10.9  |            |            |
| PHF                                                        | .000                           | .000 | .000  | .000       | .500                       | .859 | .000  | .875       | .500                             | .000 | .250  | .750       | .000                       | .759 | .500  | .793       | .938       |

City of Corona  
N/S: East Park Driveway  
E/W: Quarry Street  
Weather: Clear

File Name : 10\_COR\_E PDW\_Qua SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
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Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 12:00 PM |      |      |      | 12:15 PM |           |      |           | 01:00 PM |      |          |          | 12:30 PM |           |          |           |
|--------------|----------|------|------|------|----------|-----------|------|-----------|----------|------|----------|----------|----------|-----------|----------|-----------|
| +0 mins.     | 0        | 0    | 0    | 0    | <b>1</b> | 26        | 0    | 27        | 1        | 0    | 0        | 1        | 0        | 19        | <b>5</b> | 24        |
| +15 mins.    | 0        | 0    | 0    | 0    | 0        | 30        | 0    | 30        | 0        | 0    | <b>2</b> | 2        | 0        | 14        | 2        | 16        |
| +30 mins.    | 0        | 0    | 0    | 0    | 0        | <b>32</b> | 0    | <b>32</b> | 0        | 0    | 0        | 0        | 0        | <b>27</b> | 2        | <b>29</b> |
| +45 mins.    | 0        | 0    | 0    | 0    | 1        | 25        | 0    | 26        | <b>2</b> | 0    | 2        | <b>4</b> | 0        | 22        | 1        | 23        |
| Total Volume | 0        | 0    | 0    | 0    | 2        | 113       | 0    | 115       | 3        | 0    | 4        | 7        | 0        | 82        | 10       | 92        |
| % App. Total | 0        | 0    | 0    | 0    | 1.7      | 98.3      | 0    |           | 42.9     | 0    | 57.1     |          | 0        | 89.1      | 10.9     |           |
| PHF          | .000     | .000 | .000 | .000 | .500     | .883      | .000 | .898      | .375     | .000 | .500     | .438     | .000     | .759      | .500     | .793      |

Location: Corona  
N/S: East Park Driveway  
E/W: Quarry Street



PEDESTRIANS

Date: 2/26/2026  
Day: Thursday

|                | North Leg<br>Private Driveway | East Leg<br>Quarry Street | South Leg<br>East Park Driveway | West Leg<br>Quarry Street |   |
|----------------|-------------------------------|---------------------------|---------------------------------|---------------------------|---|
|                | Pedestrians                   | Pedestrians               | Pedestrians                     | Pedestrians               |   |
| 6:30 AM        | 0                             | 0                         | 0                               | 0                         | 0 |
| 6:45 AM        | 0                             | 0                         | 0                               | 0                         | 0 |
| 7:00 AM        | 0                             | 0                         | 0                               | 0                         | 0 |
| 7:15 AM        | 0                             | 0                         | 0                               | 0                         | 0 |
| 7:30 AM        | 0                             | 0                         | 0                               | 0                         | 0 |
| 7:45 AM        | 0                             | 0                         | 0                               | 0                         | 0 |
| 8:00 AM        | 0                             | 0                         | 0                               | 0                         | 0 |
| 8:15 AM        | 0                             | 0                         | 0                               | 0                         | 0 |
| 8:30 AM        | 0                             | 0                         | 0                               | 0                         | 0 |
| 8:45 AM        | 0                             | 0                         | 0                               | 0                         | 0 |
| TOTAL VOLUMES: | 0                             | 0                         | 0                               | 0                         | 0 |

Date: 2/26/2026  
Day: Thursday

|                | North Leg<br>Private Driveway | East Leg<br>Quarry Street | South Leg<br>East Park Driveway | West Leg<br>Quarry Street |   |
|----------------|-------------------------------|---------------------------|---------------------------------|---------------------------|---|
|                | Pedestrians                   | Pedestrians               | Pedestrians                     | Pedestrians               |   |
| 4:00 PM        | 0                             | 0                         | 0                               | 0                         | 0 |
| 4:15 PM        | 0                             | 0                         | 0                               | 0                         | 0 |
| 4:30 PM        | 0                             | 0                         | 0                               | 0                         | 0 |
| 4:45 PM        | 0                             | 0                         | 0                               | 0                         | 0 |
| 5:00 PM        | 0                             | 0                         | 0                               | 0                         | 0 |
| 5:15 PM        | 0                             | 0                         | 0                               | 0                         | 0 |
| 5:30 PM        | 0                             | 0                         | 0                               | 0                         | 0 |
| 5:45 PM        | 0                             | 0                         | 0                               | 0                         | 0 |
| TOTAL VOLUMES: | 0                             | 0                         | 0                               | 0                         | 0 |

Date: 2/28/2026  
Day: Saturday

|                | North Leg<br>Private Driveway | East Leg<br>Quarry Street | South Leg<br>East Park Driveway | West Leg<br>Quarry Street |   |
|----------------|-------------------------------|---------------------------|---------------------------------|---------------------------|---|
|                | Pedestrians                   | Pedestrians               | Pedestrians                     | Pedestrians               |   |
| 12:00 PM       | 0                             | 0                         | 0                               | 0                         | 0 |
| 12:15 PM       | 0                             | 0                         | 0                               | 0                         | 0 |
| 12:30 PM       | 0                             | 0                         | 0                               | 0                         | 0 |
| 12:45 PM       | 0                             | 0                         | 0                               | 0                         | 0 |
| 1:00 PM        | 0                             | 0                         | 0                               | 0                         | 0 |
| 1:15 PM        | 0                             | 0                         | 0                               | 0                         | 0 |
| 1:30 PM        | 0                             | 0                         | 0                               | 0                         | 0 |
| 1:45 PM        | 0                             | 0                         | 0                               | 0                         | 0 |
| TOTAL VOLUMES: | 0                             | 0                         | 0                               | 0                         | 0 |

Location: Corona  
N/S: East Park Driveway  
E/W: Quarry Street



BICYCLES

Date: 2/26/2026  
Day: Thursday

|                | Southbound<br>Private Driveway |      |       | Westbound<br>Quarry Street |      |       | Northbound<br>East Park Driveway |      |       | Eastbound<br>Quarry Street |      |       |   |
|----------------|--------------------------------|------|-------|----------------------------|------|-------|----------------------------------|------|-------|----------------------------|------|-------|---|
|                | Left                           | Thru | Right | Left                       | Thru | Right | Left                             | Thru | Right | Left                       | Thru | Right |   |
| 6:30 AM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 1    | 0     | 1 |
| 6:45 AM        | 0                              | 0    | 0     | 0                          | 1    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 1 |
| 7:00 AM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 0 |
| 7:15 AM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 1                                | 0    | 0     | 0                          | 0    | 0     | 1 |
| 7:30 AM        | 0                              | 0    | 0     | 0                          | 1    | 0     | 0                                | 0    | 0     | 0                          | 1    | 0     | 2 |
| 7:45 AM        | 0                              | 0    | 0     | 0                          | 1    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 1 |
| 8:00 AM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 0 |
| 8:15 AM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 0 |
| 8:30 AM        | 0                              | 0    | 0     | 0                          | 1    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 1 |
| 8:45 AM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 0 |
| TOTAL VOLUMES: | 0                              | 0    | 0     | 0                          | 4    | 0     | 1                                | 0    | 0     | 0                          | 2    | 0     | 7 |

Date: 2/26/2026  
Day: Thursday

|                | Southbound<br>Private Driveway |      |       | Westbound<br>Quarry Street |      |       | Northbound<br>East Park Driveway |      |       | Eastbound<br>Quarry Street |      |       |    |
|----------------|--------------------------------|------|-------|----------------------------|------|-------|----------------------------------|------|-------|----------------------------|------|-------|----|
|                | Left                           | Thru | Right | Left                       | Thru | Right | Left                             | Thru | Right | Left                       | Thru | Right |    |
| 4:00 PM        | 0                              | 0    | 0     | 0                          | 1    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 1  |
| 4:15 PM        | 0                              | 0    | 0     | 0                          | 1    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 1  |
| 4:30 PM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 0  |
| 4:45 PM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 0  |
| 5:00 PM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 0  |
| 5:15 PM        | 0                              | 0    | 0     | 0                          | 3    | 0     | 2                                | 0    | 0     | 0                          | 0    | 0     | 5  |
| 5:30 PM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 0    | 2     | 2  |
| 5:45 PM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 1    | 0     | 1  |
| TOTAL VOLUMES: | 0                              | 0    | 0     | 0                          | 5    | 0     | 2                                | 0    | 0     | 0                          | 1    | 2     | 10 |

Date: 2/28/2026  
Day: Saturday

|                | Southbound<br>Private Driveway |      |       | Westbound<br>Quarry Street |      |       | Northbound<br>East Park Driveway |      |       | Eastbound<br>Quarry Street |      |       |   |
|----------------|--------------------------------|------|-------|----------------------------|------|-------|----------------------------------|------|-------|----------------------------|------|-------|---|
|                | Left                           | Thru | Right | Left                       | Thru | Right | Left                             | Thru | Right | Left                       | Thru | Right |   |
| 12:00 PM       | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 0 |
| 12:15 PM       | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 0 |
| 12:30 PM       | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 0 |
| 12:45 PM       | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 0 |
| 1:00 PM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 3    | 0     | 3 |
| 1:15 PM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 0 |
| 1:30 PM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 0 |
| 1:45 PM        | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 0    | 0     | 0 |
| TOTAL VOLUMES: | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                                | 0    | 0     | 0                          | 3    | 0     | 3 |

City of Corona  
N/S: Rimpau Avenue  
E/W: E 5th Street  
Weather: Clear

File Name : 11\_COR\_Rim\_E 5tg AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

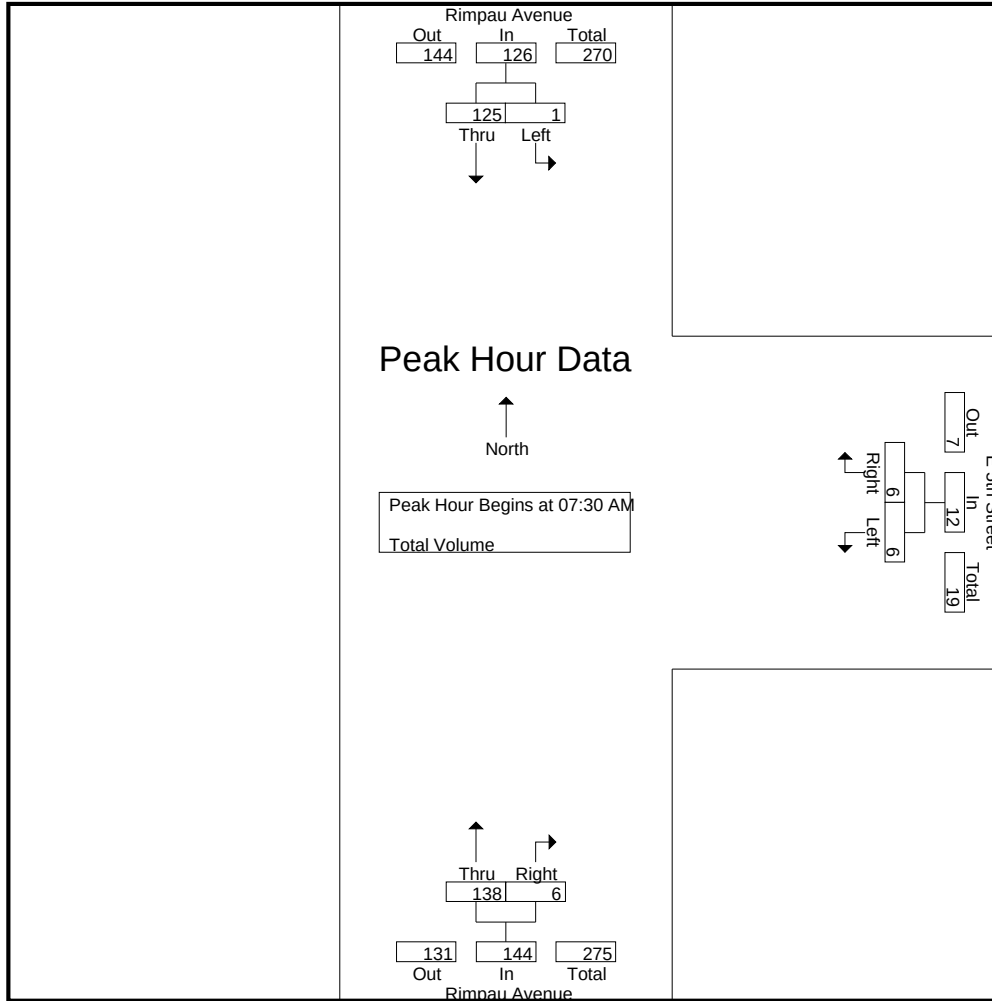
Groups Printed- Total Volume

|             | Rimpau Avenue<br>Southbound |      |            | E 5th Street<br>Westbound |       |            | Rimpau Avenue<br>Northbound |       |            |            |
|-------------|-----------------------------|------|------------|---------------------------|-------|------------|-----------------------------|-------|------------|------------|
| Start Time  | Left                        | Thru | App. Total | Left                      | Right | App. Total | Thru                        | Right | App. Total | Int. Total |
| 06:30 AM    | 0                           | 6    | 6          | 1                         | 1     | 2          | 15                          | 0     | 15         | 23         |
| 06:45 AM    | 2                           | 13   | 15         | 1                         | 2     | 3          | 22                          | 1     | 23         | 41         |
| Total       | 2                           | 19   | 21         | 2                         | 3     | 5          | 37                          | 1     | 38         | 64         |
| 07:00 AM    | 1                           | 10   | 11         | 1                         | 2     | 3          | 24                          | 1     | 25         | 39         |
| 07:15 AM    | 0                           | 17   | 17         | 2                         | 2     | 4          | 21                          | 2     | 23         | 44         |
| 07:30 AM    | 0                           | 26   | 26         | 1                         | 2     | 3          | 39                          | 0     | 39         | 68         |
| 07:45 AM    | 1                           | 33   | 34         | 3                         | 1     | 4          | 44                          | 3     | 47         | 85         |
| Total       | 2                           | 86   | 88         | 7                         | 7     | 14         | 128                         | 6     | 134        | 236        |
| 08:00 AM    | 0                           | 33   | 33         | 0                         | 2     | 2          | 25                          | 1     | 26         | 61         |
| 08:15 AM    | 0                           | 33   | 33         | 2                         | 1     | 3          | 30                          | 2     | 32         | 68         |
| 08:30 AM    | 1                           | 23   | 24         | 2                         | 1     | 3          | 36                          | 1     | 37         | 64         |
| 08:45 AM    | 0                           | 11   | 11         | 2                         | 3     | 5          | 23                          | 0     | 23         | 39         |
| Total       | 1                           | 100  | 101        | 6                         | 7     | 13         | 114                         | 4     | 118        | 232        |
| Grand Total | 5                           | 205  | 210        | 15                        | 17    | 32         | 279                         | 11    | 290        | 532        |
| Apprch %    | 2.4                         | 97.6 |            | 46.9                      | 53.1  |            | 96.2                        | 3.8   |            |            |
| Total %     | 0.9                         | 38.5 | 39.5       | 2.8                       | 3.2   | 6          | 52.4                        | 2.1   | 54.5       |            |

|                                                            | Rimpau Avenue<br>Southbound |      |            | E 5th Street<br>Westbound |       |            | Rimpau Avenue<br>Northbound |       |            |            |
|------------------------------------------------------------|-----------------------------|------|------------|---------------------------|-------|------------|-----------------------------|-------|------------|------------|
| Start Time                                                 | Left                        | Thru | App. Total | Left                      | Right | App. Total | Thru                        | Right | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1 |                             |      |            |                           |       |            |                             |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                             |      |            |                           |       |            |                             |       |            |            |
| 07:30 AM                                                   | 0                           | 26   | 26         | 1                         | 2     | 3          | 39                          | 0     | 39         | 68         |
| 07:45 AM                                                   | 1                           | 33   | 34         | 3                         | 1     | 4          | 44                          | 3     | 47         | 85         |
| 08:00 AM                                                   | 0                           | 33   | 33         | 0                         | 2     | 2          | 25                          | 1     | 26         | 61         |
| 08:15 AM                                                   | 0                           | 33   | 33         | 2                         | 1     | 3          | 30                          | 2     | 32         | 68         |
| Total Volume                                               | 1                           | 125  | 126        | 6                         | 6     | 12         | 138                         | 6     | 144        | 282        |
| % App. Total                                               | 0.8                         | 99.2 |            | 50                        | 50    |            | 95.8                        | 4.2   |            |            |
| PHF                                                        | .250                        | .947 | .926       | .500                      | .750  | .750       | .784                        | .500  | .766       | .829       |

City of Corona  
N/S: Rimpau Avenue  
E/W: E 5th Street  
Weather: Clear

File Name : 11\_COR\_Rim\_E 5tg AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 07:30 AM |      |      | 07:00 AM |      |      | 07:30 AM |      |      |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins.     | 0        | 26   | 26   | 1        | 2    | 3    | 39       | 0    | 39   |
| +15 mins.    | 1        | 33   | 34   | 2        | 2    | 4    | 44       | 3    | 47   |
| +30 mins.    | 0        | 33   | 33   | 1        | 2    | 3    | 25       | 1    | 26   |
| +45 mins.    | 0        | 33   | 33   | 3        | 1    | 4    | 30       | 2    | 32   |
| Total Volume | 1        | 125  | 126  | 7        | 7    | 14   | 138      | 6    | 144  |
| % App. Total | 0.8      | 99.2 |      | 50       | 50   |      | 95.8     | 4.2  |      |
| PHF          | .250     | .947 | .926 | .583     | .875 | .875 | .784     | .500 | .766 |

City of Corona  
N/S: Rimpau Avenue  
E/W: E 5th Street  
Weather: Clear

File Name : 11\_COR\_Rim\_E 5tg PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

Groups Printed- Total Volume

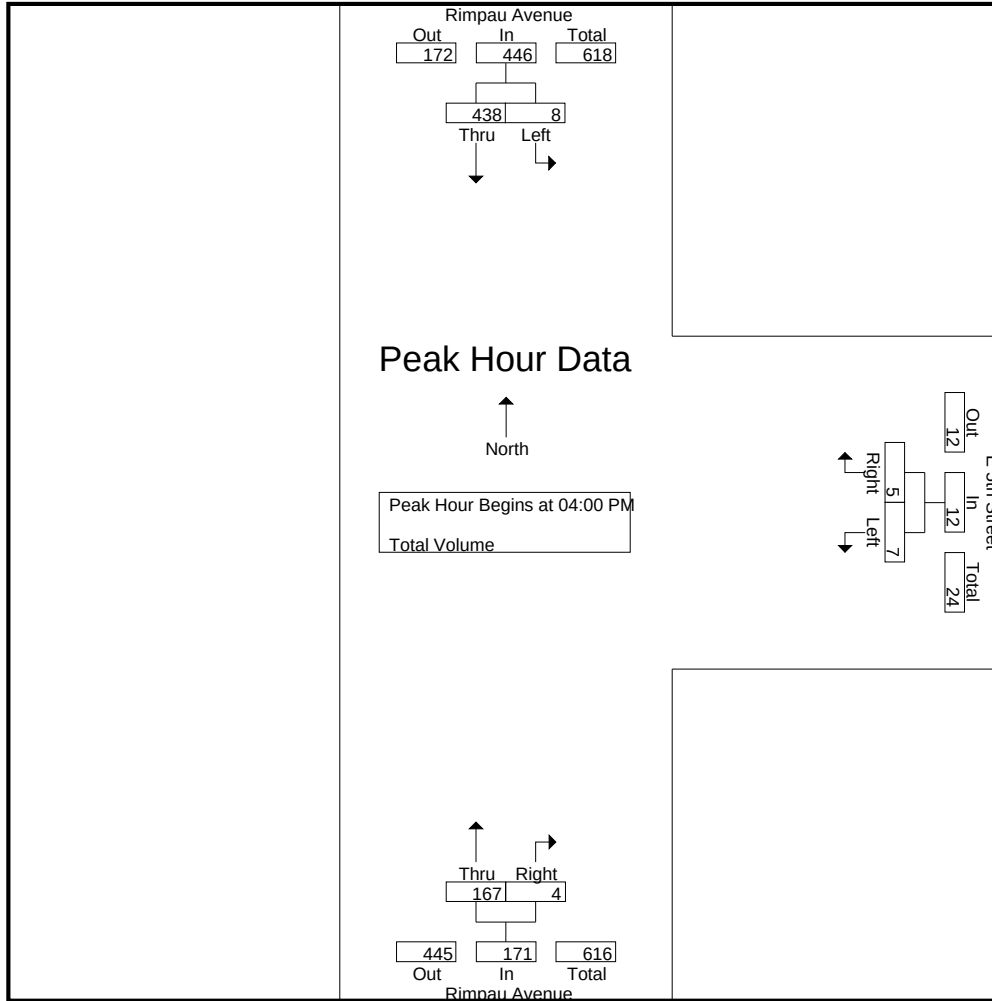
|             | Rimpau Avenue<br>Southbound |      |            | E 5th Street<br>Westbound |       |            | Rimpau Avenue<br>Northbound |       |            |            |
|-------------|-----------------------------|------|------------|---------------------------|-------|------------|-----------------------------|-------|------------|------------|
| Start Time  | Left                        | Thru | App. Total | Left                      | Right | App. Total | Thru                        | Right | App. Total | Int. Total |
| 04:00 PM    | 3                           | 76   | 79         | 5                         | 3     | 8          | 50                          | 4     | 54         | 141        |
| 04:15 PM    | 1                           | 128  | 129        | 1                         | 0     | 1          | 28                          | 0     | 28         | 158        |
| 04:30 PM    | 1                           | 136  | 137        | 0                         | 1     | 1          | 39                          | 0     | 39         | 177        |
| 04:45 PM    | 3                           | 98   | 101        | 1                         | 1     | 2          | 50                          | 0     | 50         | 153        |
| Total       | 8                           | 438  | 446        | 7                         | 5     | 12         | 167                         | 4     | 171        | 629        |
| 05:00 PM    | 1                           | 89   | 90         | 3                         | 2     | 5          | 43                          | 1     | 44         | 139        |
| 05:15 PM    | 0                           | 78   | 78         | 1                         | 0     | 1          | 48                          | 1     | 49         | 128        |
| 05:30 PM    | 3                           | 45   | 48         | 1                         | 0     | 1          | 33                          | 2     | 35         | 84         |
| 05:45 PM    | 3                           | 88   | 91         | 1                         | 0     | 1          | 26                          | 2     | 28         | 120        |
| Total       | 7                           | 300  | 307        | 6                         | 2     | 8          | 150                         | 6     | 156        | 471        |
| Grand Total | 15                          | 738  | 753        | 13                        | 7     | 20         | 317                         | 10    | 327        | 1100       |
| Apprch %    | 2                           | 98   |            | 65                        | 35    |            | 96.9                        | 3.1   |            |            |
| Total %     | 1.4                         | 67.1 | 68.5       | 1.2                       | 0.6   | 1.8        | 28.8                        | 0.9   | 29.7       |            |

|                                                            | Rimpau Avenue<br>Southbound |      |            | E 5th Street<br>Westbound |       |            | Rimpau Avenue<br>Northbound |       |            |            |
|------------------------------------------------------------|-----------------------------|------|------------|---------------------------|-------|------------|-----------------------------|-------|------------|------------|
| Start Time                                                 | Left                        | Thru | App. Total | Left                      | Right | App. Total | Thru                        | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                             |      |            |                           |       |            |                             |       |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |                             |      |            |                           |       |            |                             |       |            |            |
| 04:00 PM                                                   | 3                           | 76   | 79         | 5                         | 3     | 8          | 50                          | 4     | 54         | 141        |
| 04:15 PM                                                   | 1                           | 128  | 129        | 1                         | 0     | 1          | 28                          | 0     | 28         | 158        |
| 04:30 PM                                                   | 1                           | 136  | 137        | 0                         | 1     | 1          | 39                          | 0     | 39         | 177        |
| 04:45 PM                                                   | 3                           | 98   | 101        | 1                         | 1     | 2          | 50                          | 0     | 50         | 153        |
| Total Volume                                               | 8                           | 438  | 446        | 7                         | 5     | 12         | 167                         | 4     | 171        | 629        |
| % App. Total                                               | 1.8                         | 98.2 |            | 58.3                      | 41.7  |            | 97.7                        | 2.3   |            |            |
| PHF                                                        | .667                        | .805 | .814       | .350                      | .417  | .375       | .835                        | .250  | .792       | .888       |



City of Corona  
N/S: Rimpau Avenue  
E/W: E 5th Street  
Weather: Clear

File Name : 11\_COR\_Rim\_E 5tg PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



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

|              | 04:15 PM |      |      | 04:00 PM |      |      | 04:30 PM |      |      |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins.     | 1        | 128  | 129  | 5        | 3    | 8    | 39       | 0    | 39   |
| +15 mins.    | 1        | 136  | 137  | 1        | 0    | 1    | 50       | 0    | 50   |
| +30 mins.    | 3        | 98   | 101  | 0        | 1    | 1    | 43       | 1    | 44   |
| +45 mins.    | 1        | 89   | 90   | 1        | 1    | 2    | 48       | 1    | 49   |
| Total Volume | 6        | 451  | 457  | 7        | 5    | 12   | 180      | 2    | 182  |
| % App. Total | 1.3      | 98.7 |      | 58.3     | 41.7 |      | 98.9     | 1.1  |      |
| PHF          | .500     | .829 | .834 | .350     | .417 | .375 | .900     | .500 | .910 |

City of Corona  
N/S: Rimpau Avenue  
E/W: E 5th Street  
Weather: Clear

File Name : 11\_COR\_Rim\_E 5tg SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 1

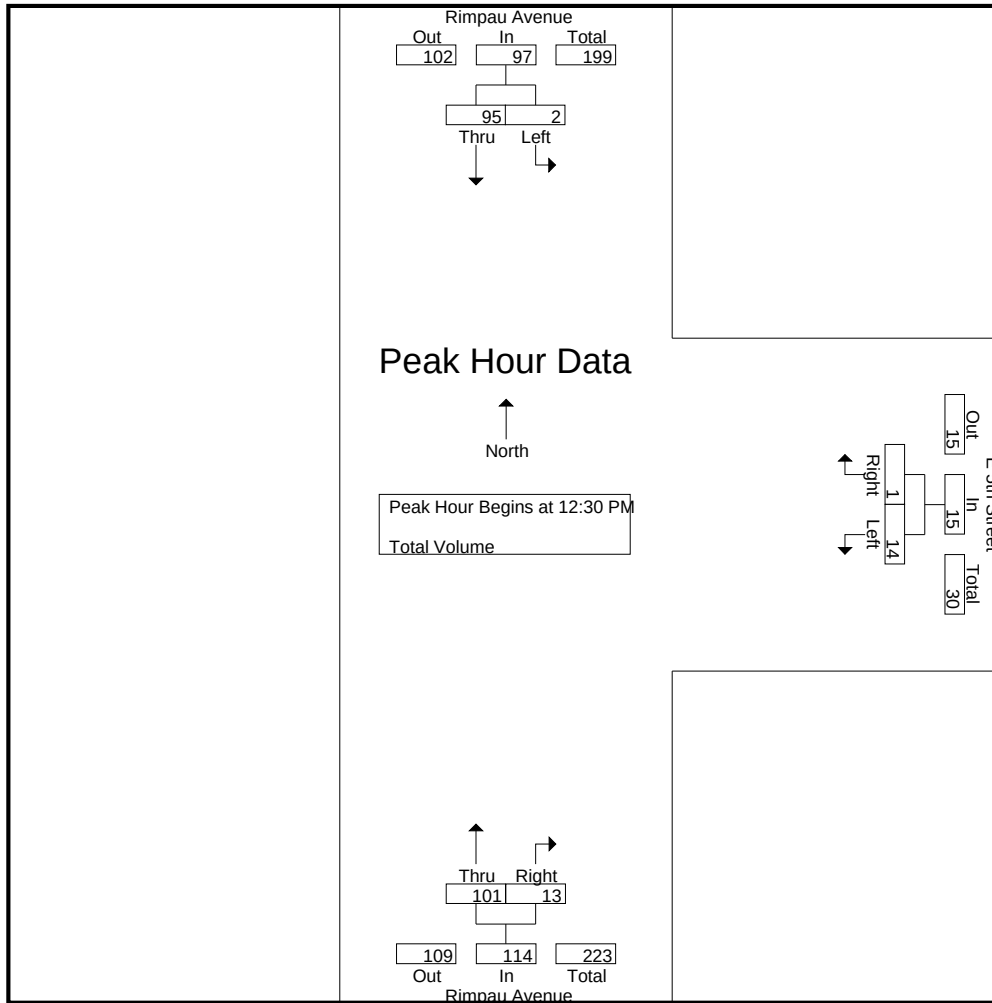
Groups Printed- Total Volume

|             | Rimpau Avenue<br>Southbound |      |            | E 5th Street<br>Westbound |       |            | Rimpau Avenue<br>Northbound |       |            |            |
|-------------|-----------------------------|------|------------|---------------------------|-------|------------|-----------------------------|-------|------------|------------|
| Start Time  | Left                        | Thru | App. Total | Left                      | Right | App. Total | Thru                        | Right | App. Total | Int. Total |
| 12:00 PM    | 2                           | 26   | 28         | 1                         | 2     | 3          | 22                          | 2     | 24         | 55         |
| 12:15 PM    | 1                           | 18   | 19         | 2                         | 1     | 3          | 21                          | 2     | 23         | 45         |
| 12:30 PM    | 0                           | 22   | 22         | 4                         | 1     | 5          | 27                          | 6     | 33         | 60         |
| 12:45 PM    | 0                           | 15   | 15         | 5                         | 0     | 5          | 28                          | 1     | 29         | 49         |
| Total       | 3                           | 81   | 84         | 12                        | 4     | 16         | 98                          | 11    | 109        | 209        |
| 01:00 PM    | 1                           | 30   | 31         | 3                         | 0     | 3          | 22                          | 3     | 25         | 59         |
| 01:15 PM    | 1                           | 28   | 29         | 2                         | 0     | 2          | 24                          | 3     | 27         | 58         |
| 01:30 PM    | 0                           | 16   | 16         | 1                         | 0     | 1          | 26                          | 1     | 27         | 44         |
| 01:45 PM    | 2                           | 20   | 22         | 1                         | 2     | 3          | 18                          | 1     | 19         | 44         |
| Total       | 4                           | 94   | 98         | 7                         | 2     | 9          | 90                          | 8     | 98         | 205        |
| Grand Total | 7                           | 175  | 182        | 19                        | 6     | 25         | 188                         | 19    | 207        | 414        |
| Apprch %    | 3.8                         | 96.2 |            | 76                        | 24    |            | 90.8                        | 9.2   |            |            |
| Total %     | 1.7                         | 42.3 | 44         | 4.6                       | 1.4   | 6          | 45.4                        | 4.6   | 50         |            |

|                                                            | Rimpau Avenue<br>Southbound |      |            | E 5th Street<br>Westbound |       |            | Rimpau Avenue<br>Northbound |       |            |            |
|------------------------------------------------------------|-----------------------------|------|------------|---------------------------|-------|------------|-----------------------------|-------|------------|------------|
| Start Time                                                 | Left                        | Thru | App. Total | Left                      | Right | App. Total | Thru                        | Right | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1 |                             |      |            |                           |       |            |                             |       |            |            |
| Peak Hour for Entire Intersection Begins at 12:30 PM       |                             |      |            |                           |       |            |                             |       |            |            |
| 12:30 PM                                                   | 0                           | 22   | 22         | 4                         | 1     | 5          | 27                          | 6     | 33         | 60         |
| 12:45 PM                                                   | 0                           | 15   | 15         | 5                         | 0     | 5          | 28                          | 1     | 29         | 49         |
| 01:00 PM                                                   | 1                           | 30   | 31         | 3                         | 0     | 3          | 22                          | 3     | 25         | 59         |
| 01:15 PM                                                   | 1                           | 28   | 29         | 2                         | 0     | 2          | 24                          | 3     | 27         | 58         |
| Total Volume                                               | 2                           | 95   | 97         | 14                        | 1     | 15         | 101                         | 13    | 114        | 226        |
| % App. Total                                               | 2.1                         | 97.9 |            | 93.3                      | 6.7   |            | 88.6                        | 11.4  |            |            |
| PHF                                                        | .500                        | .792 | .782       | .700                      | .250  | .750       | .902                        | .542  | .864       | .942       |

City of Corona  
N/S: Rimpau Avenue  
E/W: E 5th Street  
Weather: Clear

File Name : 11\_COR\_Rim\_E 5tg SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 01:00 PM |      |      | 12:00 PM |      |      | 12:30 PM |      |      |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins.     | 1        | 30   | 31   | 1        | 2    | 3    | 27       | 6    | 33   |
| +15 mins.    | 1        | 28   | 29   | 2        | 1    | 3    | 28       | 1    | 29   |
| +30 mins.    | 0        | 16   | 16   | 4        | 1    | 5    | 22       | 3    | 25   |
| +45 mins.    | 2        | 20   | 22   | 5        | 0    | 5    | 24       | 3    | 27   |
| Total Volume | 4        | 94   | 98   | 12       | 4    | 16   | 101      | 13   | 114  |
| % App. Total | 4.1      | 95.9 |      | 75       | 25   |      | 88.6     | 11.4 |      |
| PHF          | .500     | .783 | .790 | .600     | .500 | .800 | .902     | .542 | .864 |

Location: Corona  
N/S: Rimpau Avenue  
E/W: E 5th Street



PEDESTRIANS

Date: 2/26/2026

Day: Thursday

|                | North Leg<br>Rimpau Avenue | East Leg<br>E 5th Street | South Leg<br>Rimpau Avenue | West Leg<br>Dead End |    |
|----------------|----------------------------|--------------------------|----------------------------|----------------------|----|
|                | Pedestrians                | Pedestrians              | Pedestrians                | Pedestrians          |    |
| 6:30 AM        | 0                          | 0                        | 0                          | 0                    | 0  |
| 6:45 AM        | 0                          | 0                        | 0                          | 0                    | 0  |
| 7:00 AM        | 0                          | 0                        | 0                          | 0                    | 0  |
| 7:15 AM        | 1                          | 1                        | 0                          | 0                    | 2  |
| 7:30 AM        | 0                          | 0                        | 1                          | 0                    | 1  |
| 7:45 AM        | 1                          | 4                        | 0                          | 0                    | 5  |
| 8:00 AM        | 0                          | 0                        | 0                          | 0                    | 0  |
| 8:15 AM        | 0                          | 0                        | 0                          | 0                    | 0  |
| 8:30 AM        | 0                          | 1                        | 0                          | 0                    | 1  |
| 8:45 AM        | 0                          | 2                        | 0                          | 0                    | 2  |
| TOTAL VOLUMES: | 2                          | 8                        | 1                          | 0                    | 11 |

Date: 2/26/2026

Day: Thursday

|                | North Leg<br>Rimpau Avenue | East Leg<br>E 5th Street | South Leg<br>Rimpau Avenue | West Leg<br>Dead End |    |
|----------------|----------------------------|--------------------------|----------------------------|----------------------|----|
|                | Pedestrians                | Pedestrians              | Pedestrians                | Pedestrians          |    |
| 4:00 PM        | 0                          | 3                        | 0                          | 1                    | 4  |
| 4:15 PM        | 0                          | 0                        | 0                          | 1                    | 1  |
| 4:30 PM        | 0                          | 3                        | 0                          | 0                    | 3  |
| 4:45 PM        | 1                          | 0                        | 0                          | 0                    | 1  |
| 5:00 PM        | 0                          | 0                        | 0                          | 0                    | 0  |
| 5:15 PM        | 0                          | 6                        | 0                          | 0                    | 6  |
| 5:30 PM        | 0                          | 5                        | 0                          | 1                    | 6  |
| 5:45 PM        | 0                          | 3                        | 1                          | 0                    | 4  |
| TOTAL VOLUMES: | 1                          | 20                       | 1                          | 3                    | 25 |

Date: 2/28/2026

Day: Saturday

|                | North Leg<br>Rimpau Avenue | East Leg<br>E 5th Street | South Leg<br>Rimpau Avenue | West Leg<br>Dead End |   |
|----------------|----------------------------|--------------------------|----------------------------|----------------------|---|
|                | Pedestrians                | Pedestrians              | Pedestrians                | Pedestrians          |   |
| 12:00 PM       | 0                          | 1                        | 0                          | 0                    | 1 |
| 12:15 PM       | 0                          | 2                        | 0                          | 0                    | 2 |
| 12:30 PM       | 0                          | 1                        | 0                          | 1                    | 2 |
| 12:45 PM       | 0                          | 0                        | 0                          | 0                    | 0 |
| 1:00 PM        | 0                          | 0                        | 0                          | 0                    | 0 |
| 1:15 PM        | 0                          | 0                        | 1                          | 0                    | 1 |
| 1:30 PM        | 0                          | 0                        | 1                          | 0                    | 1 |
| 1:45 PM        | 0                          | 0                        | 0                          | 0                    | 0 |
| TOTAL VOLUMES: | 0                          | 4                        | 2                          | 1                    | 7 |

Location: Corona  
 N/S: Rimpau Avenue  
 E/W: E 5th Street



**BICYCLES**

Date: 2/26/2026  
 Day: Thursday

|                | Southbound<br>Rimpau Avenue |      |       | Westbound<br>E 5th Street |      |       | Northbound<br>Rimpau Avenue |      |       | Eastbound<br>Dead End |      |       |   |
|----------------|-----------------------------|------|-------|---------------------------|------|-------|-----------------------------|------|-------|-----------------------|------|-------|---|
|                | Left                        | Thru | Right | Left                      | Thru | Right | Left                        | Thru | Right | Left                  | Thru | Right |   |
| 6:30 AM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                     | 0    | 0     | 0 |
| 6:45 AM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 1    | 0     | 0                     | 0    | 0     | 1 |
| 7:00 AM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                     | 0    | 0     | 0 |
| 7:15 AM        | 0                           | 1    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                     | 0    | 0     | 1 |
| 7:30 AM        | 0                           | 1    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                     | 0    | 0     | 1 |
| 7:45 AM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 2    | 0     | 0                     | 0    | 0     | 2 |
| 8:00 AM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                     | 0    | 0     | 0 |
| 8:15 AM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                     | 0    | 0     | 0 |
| 8:30 AM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                     | 0    | 0     | 0 |
| 8:45 AM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                     | 0    | 0     | 0 |
| TOTAL VOLUMES: | 0                           | 2    | 0     | 0                         | 0    | 0     | 0                           | 3    | 0     | 0                     | 0    | 0     | 5 |

Date: 2/26/2026  
 Day: Thursday

|                | Southbound<br>Rimpau Avenue |      |       | Westbound<br>E 5th Street |      |       | Northbound<br>Rimpau Avenue |      |       | Eastbound<br>Dead End |      |       |    |
|----------------|-----------------------------|------|-------|---------------------------|------|-------|-----------------------------|------|-------|-----------------------|------|-------|----|
|                | Left                        | Thru | Right | Left                      | Thru | Right | Left                        | Thru | Right | Left                  | Thru | Right |    |
| 4:00 PM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 1    | 0     | 0                     | 0    | 0     | 1  |
| 4:15 PM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 1    | 0     | 0                     | 0    | 0     | 1  |
| 4:30 PM        | 0                           | 1    | 0     | 0                         | 0    | 0     | 0                           | 1    | 0     | 0                     | 0    | 0     | 2  |
| 4:45 PM        | 0                           | 1    | 0     | 0                         | 0    | 0     | 1                           | 0    | 0     | 0                     | 0    | 0     | 2  |
| 5:00 PM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                     | 0    | 0     | 0  |
| 5:15 PM        | 0                           | 1    | 0     | 0                         | 0    | 0     | 0                           | 1    | 0     | 0                     | 0    | 0     | 2  |
| 5:30 PM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 1     | 0                     | 0    | 0     | 1  |
| 5:45 PM        | 0                           | 1    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                     | 0    | 0     | 1  |
| TOTAL VOLUMES: | 0                           | 4    | 0     | 0                         | 0    | 0     | 1                           | 4    | 1     | 0                     | 0    | 0     | 10 |

Date: 2/28/2026  
 Day: Saturday

|                | Southbound<br>Rimpau Avenue |      |       | Westbound<br>E 5th Street |      |       | Northbound<br>Rimpau Avenue |      |       | Eastbound<br>Dead End |      |       |   |
|----------------|-----------------------------|------|-------|---------------------------|------|-------|-----------------------------|------|-------|-----------------------|------|-------|---|
|                | Left                        | Thru | Right | Left                      | Thru | Right | Left                        | Thru | Right | Left                  | Thru | Right |   |
| 12:00 PM       | 0                           | 1    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                     | 0    | 0     | 1 |
| 12:15 PM       | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                     | 0    | 0     | 0 |
| 12:30 PM       | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                     | 0    | 0     | 0 |
| 12:45 PM       | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 1    | 0     | 0                     | 0    | 0     | 1 |
| 1:00 PM        | 0                           | 4    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                     | 0    | 0     | 4 |
| 1:15 PM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                     | 0    | 0     | 0 |
| 1:30 PM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                     | 0    | 0     | 0 |
| 1:45 PM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                     | 0    | 0     | 0 |
| TOTAL VOLUMES: | 0                           | 5    | 0     | 0                         | 0    | 0     | 0                           | 1    | 0     | 0                     | 0    | 0     | 6 |

City of Corona  
N/S: East Park Driveway  
E/W: E 6th Street  
Weather: Clear

File Name : 12\_COR\_E PDW\_E 6th AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

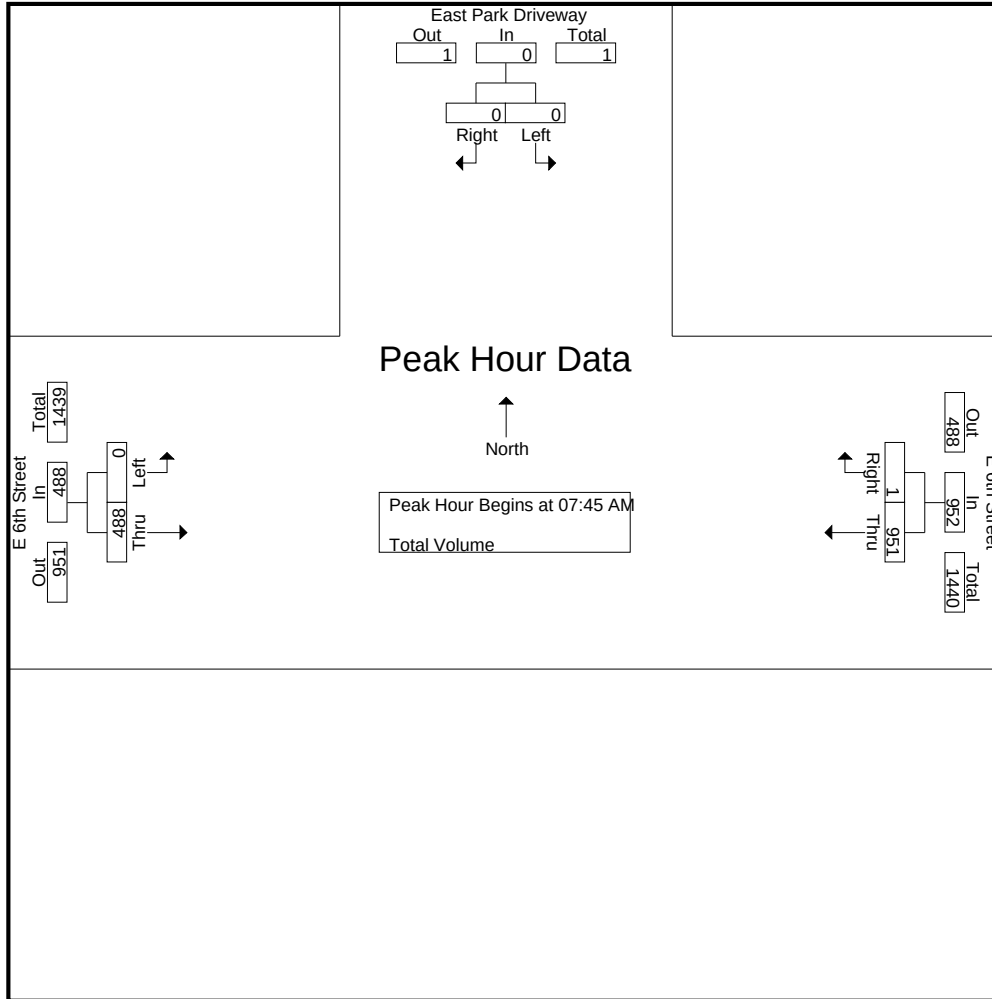
Groups Printed- Total Volume

|             | East Park Driveway<br>Southbound |       |            | E 6th Street<br>Westbound |       |            | E 6th Street<br>Eastbound |      |            |            |
|-------------|----------------------------------|-------|------------|---------------------------|-------|------------|---------------------------|------|------------|------------|
| Start Time  | Left                             | Right | App. Total | Thru                      | Right | App. Total | Left                      | Thru | App. Total | Int. Total |
| 06:30 AM    | 0                                | 0     | 0          | 196                       | 0     | 196        | 0                         | 66   | 66         | 262        |
| 06:45 AM    | 0                                | 0     | 0          | 184                       | 0     | 184        | 0                         | 104  | 104        | 288        |
| Total       | 0                                | 0     | 0          | 380                       | 0     | 380        | 0                         | 170  | 170        | 550        |
| 07:00 AM    | 0                                | 0     | 0          | 224                       | 0     | 224        | 1                         | 76   | 77         | 301        |
| 07:15 AM    | 0                                | 0     | 0          | 221                       | 0     | 221        | 0                         | 86   | 86         | 307        |
| 07:30 AM    | 0                                | 0     | 0          | 206                       | 0     | 206        | 1                         | 102  | 103        | 309        |
| 07:45 AM    | 0                                | 0     | 0          | 210                       | 0     | 210        | 0                         | 138  | 138        | 348        |
| Total       | 0                                | 0     | 0          | 861                       | 0     | 861        | 2                         | 402  | 404        | 1265       |
| 08:00 AM    | 0                                | 0     | 0          | 258                       | 0     | 258        | 0                         | 115  | 115        | 373        |
| 08:15 AM    | 0                                | 0     | 0          | 258                       | 1     | 259        | 0                         | 119  | 119        | 378        |
| 08:30 AM    | 0                                | 0     | 0          | 225                       | 0     | 225        | 0                         | 116  | 116        | 341        |
| 08:45 AM    | 0                                | 0     | 0          | 228                       | 0     | 228        | 0                         | 115  | 115        | 343        |
| Total       | 0                                | 0     | 0          | 969                       | 1     | 970        | 0                         | 465  | 465        | 1435       |
| Grand Total | 0                                | 0     | 0          | 2210                      | 1     | 2211       | 2                         | 1037 | 1039       | 3250       |
| Apprch %    | 0                                | 0     |            | 100                       | 0     |            | 0.2                       | 99.8 |            |            |
| Total %     | 0                                | 0     |            | 68                        | 0     | 68         | 0.1                       | 31.9 | 32         |            |

|                                                            | East Park Driveway<br>Southbound |       |            | E 6th Street<br>Westbound |          |            | E 6th Street<br>Eastbound |            |            |            |
|------------------------------------------------------------|----------------------------------|-------|------------|---------------------------|----------|------------|---------------------------|------------|------------|------------|
| Start Time                                                 | Left                             | Right | App. Total | Thru                      | Right    | App. Total | Left                      | Thru       | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1 |                                  |       |            |                           |          |            |                           |            |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                                  |       |            |                           |          |            |                           |            |            |            |
| 07:45 AM                                                   | 0                                | 0     | 0          | 210                       | 0        | 210        | 0                         | <b>138</b> | <b>138</b> | 348        |
| 08:00 AM                                                   | 0                                | 0     | 0          | <b>258</b>                | 0        | 258        | 0                         | 115        | 115        | 373        |
| 08:15 AM                                                   | 0                                | 0     | 0          | 258                       | <b>1</b> | <b>259</b> | 0                         | 119        | 119        | <b>378</b> |
| 08:30 AM                                                   | 0                                | 0     | 0          | 225                       | 0        | 225        | 0                         | 116        | 116        | 341        |
| Total Volume                                               | 0                                | 0     | 0          | 951                       | 1        | 952        | 0                         | 488        | 488        | 1440       |
| % App. Total                                               | 0                                | 0     |            | 99.9                      | 0.1      |            | 0                         | 100        |            |            |
| PHF                                                        | .000                             | .000  | .000       | .922                      | .250     | .919       | .000                      | .884       | .884       | .952       |

City of Corona  
N/S: East Park Driveway  
E/W: E 6th Street  
Weather: Clear

File Name : 12\_COR\_E PDW\_E 6th AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 06:30 AM |      |      | 08:00 AM   |          |            | 07:45 AM |            |            |
|--------------|----------|------|------|------------|----------|------------|----------|------------|------------|
| +0 mins.     | 0        | 0    | 0    | <b>258</b> | 0        | 258        | 0        | <b>138</b> | <b>138</b> |
| +15 mins.    | 0        | 0    | 0    | 258        | <b>1</b> | <b>259</b> | 0        | 115        | 115        |
| +30 mins.    | 0        | 0    | 0    | 225        | 0        | 225        | 0        | 119        | 119        |
| +45 mins.    | 0        | 0    | 0    | 228        | 0        | 228        | 0        | 116        | 116        |
| Total Volume | 0        | 0    | 0    | 969        | 1        | 970        | 0        | 488        | 488        |
| % App. Total | 0        | 0    | 0    | 99.9       | 0.1      |            | 0        | 100        |            |
| PHF          | .000     | .000 | .000 | .939       | .250     | .936       | .000     | .884       | .884       |

City of Corona  
N/S: East Park Driveway  
E/W: E 6th Street  
Weather: Clear

File Name : 12\_COR\_E PDW\_E 6th PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

Groups Printed- Total Volume

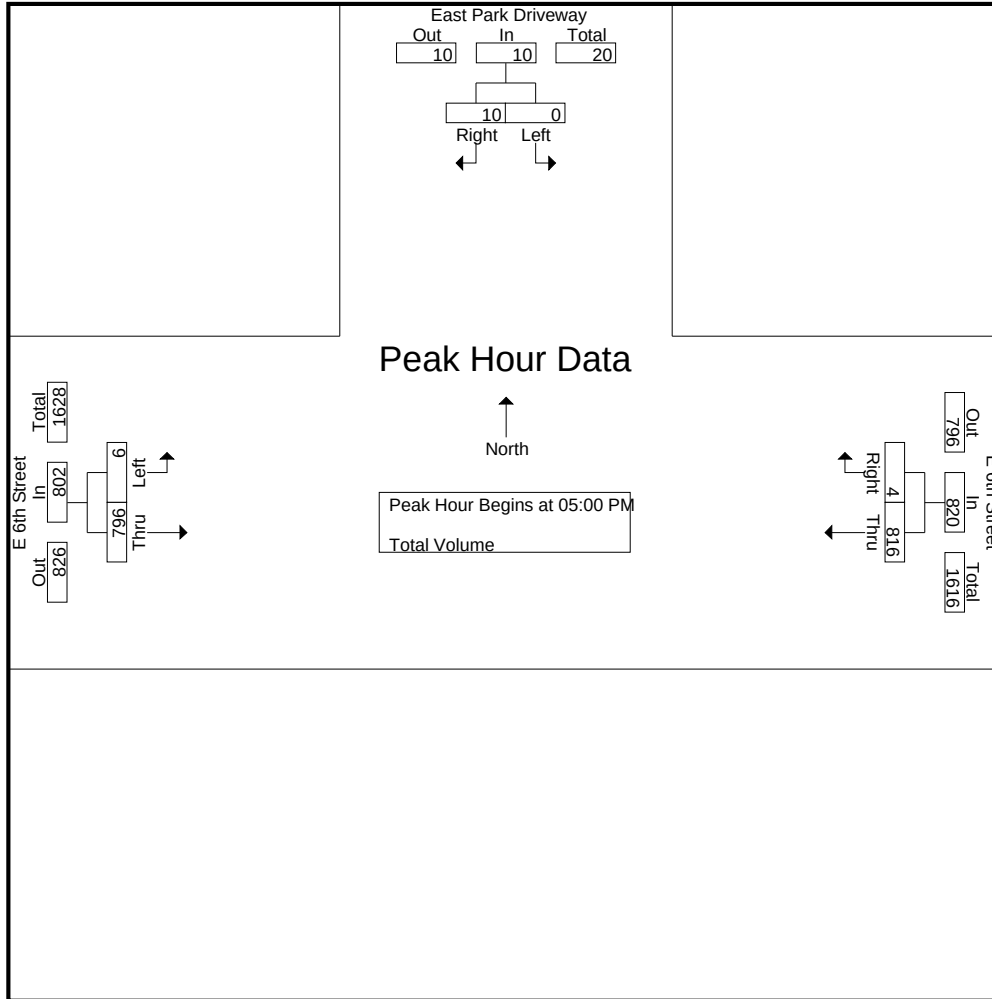
|             | East Park Driveway<br>Southbound |       |            | E 6th Street<br>Westbound |       |            | E 6th Street<br>Eastbound |      |            |            |
|-------------|----------------------------------|-------|------------|---------------------------|-------|------------|---------------------------|------|------------|------------|
| Start Time  | Left                             | Right | App. Total | Thru                      | Right | App. Total | Left                      | Thru | App. Total | Int. Total |
| 04:00 PM    | 0                                | 0     | 0          | 243                       | 1     | 244        | 0                         | 218  | 218        | 462        |
| 04:15 PM    | 0                                | 0     | 0          | 173                       | 0     | 173        | 2                         | 245  | 247        | 420        |
| 04:30 PM    | 0                                | 0     | 0          | 229                       | 1     | 230        | 1                         | 153  | 154        | 384        |
| 04:45 PM    | 0                                | 1     | 1          | 187                       | 0     | 187        | 0                         | 137  | 137        | 325        |
| Total       | 0                                | 1     | 1          | 832                       | 2     | 834        | 3                         | 753  | 756        | 1591       |
| 05:00 PM    | 0                                | 0     | 0          | 230                       | 1     | 231        | 2                         | 156  | 158        | 389        |
| 05:15 PM    | 0                                | 1     | 1          | 208                       | 0     | 208        | 2                         | 223  | 225        | 434        |
| 05:30 PM    | 0                                | 5     | 5          | 190                       | 2     | 192        | 1                         | 199  | 200        | 397        |
| 05:45 PM    | 0                                | 4     | 4          | 188                       | 1     | 189        | 1                         | 218  | 219        | 412        |
| Total       | 0                                | 10    | 10         | 816                       | 4     | 820        | 6                         | 796  | 802        | 1632       |
| Grand Total | 0                                | 11    | 11         | 1648                      | 6     | 1654       | 9                         | 1549 | 1558       | 3223       |
| Apprch %    | 0                                | 100   |            | 99.6                      | 0.4   |            | 0.6                       | 99.4 |            |            |
| Total %     | 0                                | 0.3   | 0.3        | 51.1                      | 0.2   | 51.3       | 0.3                       | 48.1 | 48.3       |            |

|                                                            | East Park Driveway<br>Southbound |       |            | E 6th Street<br>Westbound |       |            | E 6th Street<br>Eastbound |      |            |            |
|------------------------------------------------------------|----------------------------------|-------|------------|---------------------------|-------|------------|---------------------------|------|------------|------------|
| Start Time                                                 | Left                             | Right | App. Total | Thru                      | Right | App. Total | Left                      | Thru | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                                  |       |            |                           |       |            |                           |      |            |            |
| Peak Hour for Entire Intersection Begins at 05:00 PM       |                                  |       |            |                           |       |            |                           |      |            |            |
| 05:00 PM                                                   | 0                                | 0     | 0          | 230                       | 1     | 231        | 2                         | 156  | 158        | 389        |
| 05:15 PM                                                   | 0                                | 1     | 1          | 208                       | 0     | 208        | 2                         | 223  | 225        | 434        |
| 05:30 PM                                                   | 0                                | 5     | 5          | 190                       | 2     | 192        | 1                         | 199  | 200        | 397        |
| 05:45 PM                                                   | 0                                | 4     | 4          | 188                       | 1     | 189        | 1                         | 218  | 219        | 412        |
| Total Volume                                               | 0                                | 10    | 10         | 816                       | 4     | 820        | 6                         | 796  | 802        | 1632       |
| % App. Total                                               | 0                                | 100   |            | 99.5                      | 0.5   |            | 0.7                       | 99.3 |            |            |
| PHF                                                        | .000                             | .500  | .500       | .887                      | .500  | .887       | .750                      | .892 | .891       | .940       |



City of Corona  
N/S: East Park Driveway  
E/W: E 6th Street  
Weather: Clear

File Name : 12\_COR\_E PDW\_E 6th PM  
Site Code : 99926153  
Start Date : 2/26/2026  
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 |      |      | 04:30 PM |      |      | 05:00 PM |      |      |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins.     | 0        | 0    | 0    | 229      | 1    | 230  | 2        | 156  | 158  |
| +15 mins.    | 0        | 1    | 1    | 187      | 0    | 187  | 2        | 223  | 225  |
| +30 mins.    | 0        | 5    | 5    | 230      | 1    | 231  | 1        | 199  | 200  |
| +45 mins.    | 0        | 4    | 4    | 208      | 0    | 208  | 1        | 218  | 219  |
| Total Volume | 0        | 10   | 10   | 854      | 2    | 856  | 6        | 796  | 802  |
| % App. Total | 0        | 100  |      | 99.8     | 0.2  |      | 0.7      | 99.3 |      |
| PHF          | .000     | .500 | .500 | .928     | .500 | .926 | .750     | .892 | .891 |

City of Corona  
N/S: East Park Driveway  
E/W: E 6th Street  
Weather: Clear

File Name : 12\_COR\_E PDW\_E 6th SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 1

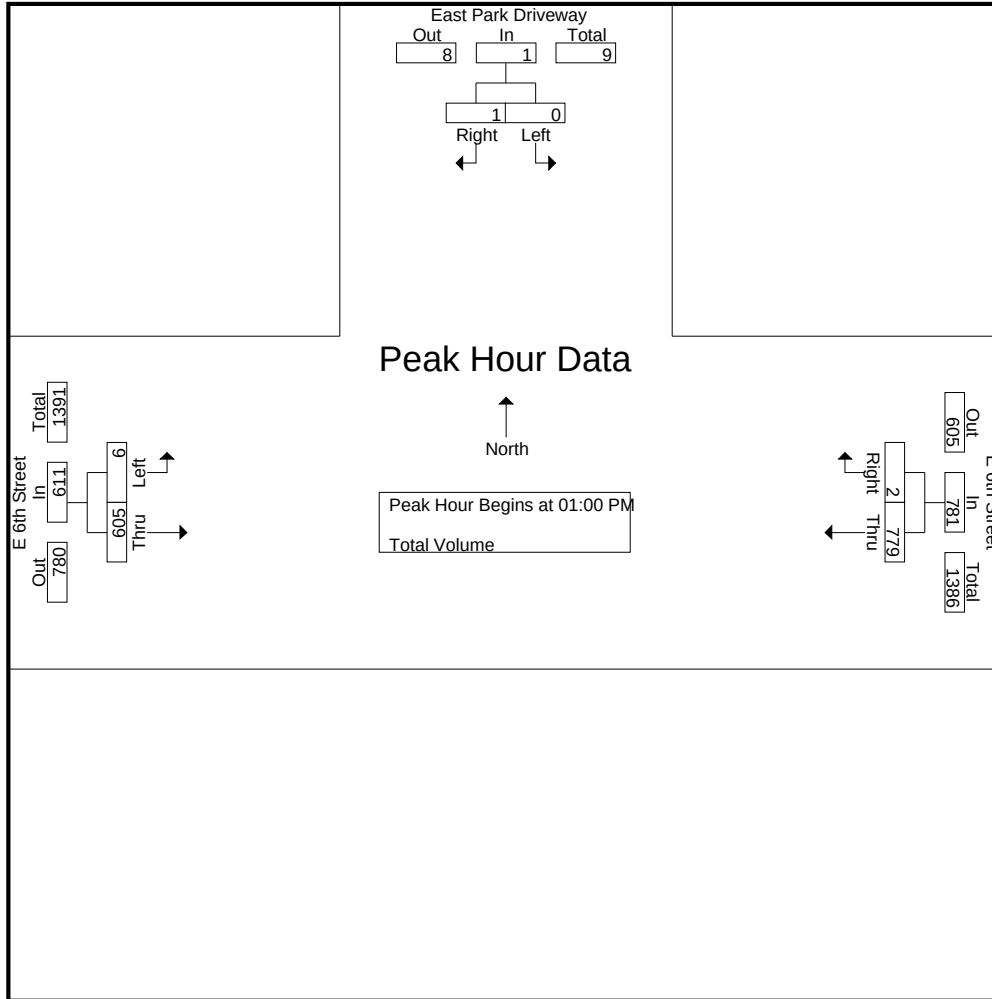
Groups Printed- Total Volume

|             | East Park Driveway<br>Southbound |       |            | E 6th Street<br>Westbound |       |            | E 6th Street<br>Eastbound |      |            |            |
|-------------|----------------------------------|-------|------------|---------------------------|-------|------------|---------------------------|------|------------|------------|
| Start Time  | Left                             | Right | App. Total | Thru                      | Right | App. Total | Left                      | Thru | App. Total | Int. Total |
| 12:00 PM    | 0                                | 0     | 0          | 186                       | 0     | 186        | 0                         | 160  | 160        | 346        |
| 12:15 PM    | 0                                | 1     | 1          | 176                       | 1     | 177        | 2                         | 150  | 152        | 330        |
| 12:30 PM    | 0                                | 0     | 0          | 180                       | 0     | 180        | 1                         | 150  | 151        | 331        |
| 12:45 PM    | 0                                | 1     | 1          | 187                       | 0     | 187        | 0                         | 149  | 149        | 337        |
| Total       | 0                                | 2     | 2          | 729                       | 1     | 730        | 3                         | 609  | 612        | 1344       |
| 01:00 PM    | 0                                | 1     | 1          | 209                       | 0     | 209        | 1                         | 151  | 152        | 362        |
| 01:15 PM    | 0                                | 0     | 0          | 166                       | 0     | 166        | 1                         | 148  | 149        | 315        |
| 01:30 PM    | 0                                | 0     | 0          | 196                       | 0     | 196        | 2                         | 159  | 161        | 357        |
| 01:45 PM    | 0                                | 0     | 0          | 208                       | 2     | 210        | 2                         | 147  | 149        | 359        |
| Total       | 0                                | 1     | 1          | 779                       | 2     | 781        | 6                         | 605  | 611        | 1393       |
| Grand Total | 0                                | 3     | 3          | 1508                      | 3     | 1511       | 9                         | 1214 | 1223       | 2737       |
| Apprch %    | 0                                | 100   |            | 99.8                      | 0.2   |            | 0.7                       | 99.3 |            |            |
| Total %     | 0                                | 0.1   | 0.1        | 55.1                      | 0.1   | 55.2       | 0.3                       | 44.4 | 44.7       |            |

|                                                            | East Park Driveway<br>Southbound |       |            | E 6th Street<br>Westbound |       |            | E 6th Street<br>Eastbound |      |            |            |
|------------------------------------------------------------|----------------------------------|-------|------------|---------------------------|-------|------------|---------------------------|------|------------|------------|
| Start Time                                                 | Left                             | Right | App. Total | Thru                      | Right | App. Total | Left                      | Thru | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1 |                                  |       |            |                           |       |            |                           |      |            |            |
| Peak Hour for Entire Intersection Begins at 01:00 PM       |                                  |       |            |                           |       |            |                           |      |            |            |
| 01:00 PM                                                   | 0                                | 1     | 1          | 209                       | 0     | 209        | 1                         | 151  | 152        | 362        |
| 01:15 PM                                                   | 0                                | 0     | 0          | 166                       | 0     | 166        | 1                         | 148  | 149        | 315        |
| 01:30 PM                                                   | 0                                | 0     | 0          | 196                       | 0     | 196        | 2                         | 159  | 161        | 357        |
| 01:45 PM                                                   | 0                                | 0     | 0          | 208                       | 2     | 210        | 2                         | 147  | 149        | 359        |
| Total Volume                                               | 0                                | 1     | 1          | 779                       | 2     | 781        | 6                         | 605  | 611        | 1393       |
| % App. Total                                               | 0                                | 100   |            | 99.7                      | 0.3   |            | 1                         | 99   |            |            |
| PHF                                                        | .000                             | .250  | .250       | .932                      | .250  | .930       | .750                      | .951 | .949       | .962       |

City of Corona  
N/S: East Park Driveway  
E/W: E 6th Street  
Weather: Clear

File Name : 12\_COR\_E PDW\_E 6th SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 12:15 PM |      |      | 01:00 PM |      |      | 12:00 PM |      |      |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins.     | 0        | 1    | 1    | 209      | 0    | 209  | 0        | 160  | 160  |
| +15 mins.    | 0        | 0    | 0    | 166      | 0    | 166  | 2        | 150  | 152  |
| +30 mins.    | 0        | 1    | 1    | 196      | 0    | 196  | 1        | 150  | 151  |
| +45 mins.    | 0        | 1    | 1    | 208      | 2    | 210  | 0        | 149  | 149  |
| Total Volume | 0        | 3    | 3    | 779      | 2    | 781  | 3        | 609  | 612  |
| % App. Total | 0        | 100  |      | 99.7     | 0.3  |      | 0.5      | 99.5 |      |
| PHF          | .000     | .750 | .750 | .932     | .250 | .930 | .375     | .952 | .956 |

Location: Corona  
 N/S: East Park Driveway  
 E/W: E 6th Street



PEDESTRIANS

Date: 2/26/2026  
 Day: Thursday

|  |                | North Leg<br>East Park Driveway | East Leg<br>E 6th Street | South Leg<br>Dead End | West Leg<br>E 6th Street |    |
|--|----------------|---------------------------------|--------------------------|-----------------------|--------------------------|----|
|  |                | Pedestrians                     | Pedestrians              | Pedestrians           | Pedestrians              |    |
|  | 6:30 AM        | 2                               | 1                        | 1                     | 1                        | 5  |
|  | 6:45 AM        | 1                               | 0                        | 1                     | 0                        | 2  |
|  | 7:00 AM        | 1                               | 0                        | 1                     | 0                        | 2  |
|  | 7:15 AM        | 0                               | 0                        | 2                     | 0                        | 2  |
|  | 7:30 AM        | 1                               | 0                        | 0                     | 0                        | 1  |
|  | 7:45 AM        | 0                               | 0                        | 1                     | 0                        | 1  |
|  | 8:00 AM        | 0                               | 0                        | 1                     | 0                        | 1  |
|  | 8:15 AM        | 0                               | 0                        | 0                     | 0                        | 0  |
|  | 8:30 AM        | 0                               | 0                        | 1                     | 0                        | 1  |
|  | 8:45 AM        | 0                               | 0                        | 3                     | 0                        | 3  |
|  | TOTAL VOLUMES: | 5                               | 1                        | 11                    | 1                        | 18 |

Date: 2/26/2026  
 Day: Thursday

|  |                | North Leg<br>East Park Driveway | East Leg<br>E 6th Street | South Leg<br>Dead End | West Leg<br>E 6th Street |    |
|--|----------------|---------------------------------|--------------------------|-----------------------|--------------------------|----|
|  |                | Pedestrians                     | Pedestrians              | Pedestrians           | Pedestrians              |    |
|  | 4:00 PM        | 0                               | 0                        | 0                     | 0                        | 0  |
|  | 4:15 PM        | 0                               | 0                        | 0                     | 0                        | 0  |
|  | 4:30 PM        | 0                               | 0                        | 0                     | 0                        | 0  |
|  | 4:45 PM        | 0                               | 0                        | 0                     | 0                        | 0  |
|  | 5:00 PM        | 2                               | 0                        | 1                     | 0                        | 3  |
|  | 5:15 PM        | 2                               | 0                        | 1                     | 0                        | 3  |
|  | 5:30 PM        | 2                               | 0                        | 1                     | 0                        | 3  |
|  | 5:45 PM        | 0                               | 0                        | 1                     | 0                        | 1  |
|  | TOTAL VOLUMES: | 6                               | 0                        | 4                     | 0                        | 10 |

Date: 2/28/2026  
 Day: Saturday

|  |                | North Leg<br>East Park Driveway | East Leg<br>E 6th Street | South Leg<br>Dead End | West Leg<br>E 6th Street |    |
|--|----------------|---------------------------------|--------------------------|-----------------------|--------------------------|----|
|  |                | Pedestrians                     | Pedestrians              | Pedestrians           | Pedestrians              |    |
|  | 12:00 PM       | 1                               | 0                        | 1                     | 0                        | 2  |
|  | 12:15 PM       | 1                               | 0                        | 1                     | 0                        | 2  |
|  | 12:30 PM       | 2                               | 0                        | 1                     | 0                        | 3  |
|  | 12:45 PM       | 0                               | 0                        | 0                     | 0                        | 0  |
|  | 1:00 PM        | 0                               | 0                        | 1                     | 1                        | 2  |
|  | 1:15 PM        | 0                               | 0                        | 0                     | 0                        | 0  |
|  | 1:30 PM        | 1                               | 0                        | 0                     | 0                        | 1  |
|  | 1:45 PM        | 0                               | 0                        | 0                     | 0                        | 0  |
|  | TOTAL VOLUMES: | 5                               | 0                        | 4                     | 1                        | 10 |

Location: Corona  
N/S: East Park Driveway  
E/W: E 6th Street



**BICYCLES**

Date: 2/26/2026  
Day: Thursday

|                | Southbound<br>East Park Driveway |      |       | Westbound<br>E 6th Street |      |       | Northbound<br>Dead End |      |       | Eastbound<br>E 6th Street |      |       |    |
|----------------|----------------------------------|------|-------|---------------------------|------|-------|------------------------|------|-------|---------------------------|------|-------|----|
|                | Left                             | Thru | Right | Left                      | Thru | Right | Left                   | Thru | Right | Left                      | Thru | Right |    |
| 6:30 AM        | 0                                | 0    | 0     | 0                         | 0    | 0     | 0                      | 0    | 0     | 0                         | 0    | 0     | 0  |
| 6:45 AM        | 0                                | 0    | 0     | 0                         | 0    | 0     | 0                      | 0    | 0     | 0                         | 0    | 0     | 0  |
| 7:00 AM        | 0                                | 0    | 0     | 0                         | 1    | 0     | 0                      | 0    | 0     | 0                         | 3    | 0     | 4  |
| 7:15 AM        | 0                                | 0    | 0     | 0                         | 1    | 0     | 0                      | 0    | 0     | 0                         | 1    | 0     | 2  |
| 7:30 AM        | 0                                | 0    | 0     | 0                         | 0    | 0     | 0                      | 0    | 0     | 0                         | 0    | 0     | 0  |
| 7:45 AM        | 0                                | 0    | 0     | 0                         | 1    | 0     | 0                      | 0    | 0     | 0                         | 0    | 0     | 1  |
| 8:00 AM        | 0                                | 0    | 0     | 0                         | 0    | 0     | 0                      | 0    | 0     | 0                         | 1    | 0     | 1  |
| 8:15 AM        | 0                                | 0    | 0     | 0                         | 1    | 0     | 0                      | 0    | 0     | 0                         | 0    | 0     | 1  |
| 8:30 AM        | 1                                | 0    | 0     | 0                         | 0    | 0     | 0                      | 0    | 0     | 0                         | 1    | 0     | 2  |
| 8:45 AM        | 0                                | 0    | 0     | 0                         | 2    | 0     | 0                      | 0    | 0     | 0                         | 0    | 0     | 2  |
| TOTAL VOLUMES: | 1                                | 0    | 0     | 0                         | 6    | 0     | 0                      | 0    | 0     | 0                         | 6    | 0     | 13 |

Date: 2/26/2026  
Day: Thursday

|                | Southbound<br>East Park Driveway |      |       | Westbound<br>E 6th Street |      |       | Northbound<br>Dead End |      |       | Eastbound<br>E 6th Street |      |       |    |
|----------------|----------------------------------|------|-------|---------------------------|------|-------|------------------------|------|-------|---------------------------|------|-------|----|
|                | Left                             | Thru | Right | Left                      | Thru | Right | Left                   | Thru | Right | Left                      | Thru | Right |    |
| 4:00 PM        | 0                                | 0    | 0     | 0                         | 0    | 0     | 0                      | 0    | 0     | 0                         | 0    | 0     | 0  |
| 4:15 PM        | 0                                | 0    | 0     | 0                         | 0    | 0     | 0                      | 0    | 0     | 0                         | 0    | 0     | 0  |
| 4:30 PM        | 0                                | 0    | 0     | 0                         | 0    | 0     | 0                      | 0    | 0     | 0                         | 3    | 0     | 3  |
| 4:45 PM        | 0                                | 0    | 0     | 0                         | 1    | 0     | 0                      | 0    | 0     | 0                         | 2    | 0     | 3  |
| 5:00 PM        | 0                                | 0    | 0     | 0                         | 1    | 0     | 0                      | 0    | 0     | 0                         | 0    | 0     | 1  |
| 5:15 PM        | 1                                | 0    | 0     | 0                         | 0    | 3     | 0                      | 0    | 0     | 1                         | 3    | 0     | 8  |
| 5:30 PM        | 4                                | 0    | 0     | 0                         | 0    | 1     | 0                      | 0    | 0     | 0                         | 0    | 0     | 5  |
| 5:45 PM        | 0                                | 0    | 0     | 0                         | 0    | 0     | 0                      | 0    | 0     | 0                         | 0    | 0     | 0  |
| TOTAL VOLUMES: | 5                                | 0    | 0     | 0                         | 2    | 4     | 0                      | 0    | 0     | 1                         | 8    | 0     | 20 |

Date: 2/28/2026  
Day: Saturday

|                | Southbound<br>East Park Driveway |      |       | Westbound<br>E 6th Street |      |       | Northbound<br>Dead End |      |       | Eastbound<br>E 6th Street |      |       |    |
|----------------|----------------------------------|------|-------|---------------------------|------|-------|------------------------|------|-------|---------------------------|------|-------|----|
|                | Left                             | Thru | Right | Left                      | Thru | Right | Left                   | Thru | Right | Left                      | Thru | Right |    |
| 12:00 PM       | 0                                | 0    | 0     | 0                         | 0    | 0     | 0                      | 0    | 0     | 0                         | 3    | 0     | 3  |
| 12:15 PM       | 0                                | 0    | 0     | 0                         | 0    | 0     | 0                      | 0    | 0     | 0                         | 1    | 0     | 1  |
| 12:30 PM       | 0                                | 0    | 0     | 0                         | 0    | 0     | 0                      | 0    | 0     | 0                         | 0    | 0     | 0  |
| 12:45 PM       | 0                                | 0    | 0     | 0                         | 0    | 0     | 0                      | 0    | 0     | 0                         | 0    | 0     | 0  |
| 1:00 PM        | 0                                | 0    | 0     | 0                         | 0    | 0     | 0                      | 0    | 0     | 0                         | 1    | 0     | 1  |
| 1:15 PM        | 1                                | 0    | 0     | 0                         | 1    | 0     | 0                      | 0    | 0     | 0                         | 0    | 0     | 2  |
| 1:30 PM        | 0                                | 0    | 0     | 0                         | 1    | 0     | 0                      | 0    | 0     | 0                         | 1    | 0     | 2  |
| 1:45 PM        | 1                                | 0    | 0     | 0                         | 0    | 1     | 0                      | 0    | 0     | 0                         | 0    | 0     | 2  |
| TOTAL VOLUMES: | 2                                | 0    | 0     | 0                         | 2    | 1     | 0                      | 0    | 0     | 0                         | 6    | 0     | 11 |

City of Corona  
N/S: N Main Street  
E/W: Grand Boulevard  
Weather: Clear

File Name : 13\_COR\_Main\_Gra AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

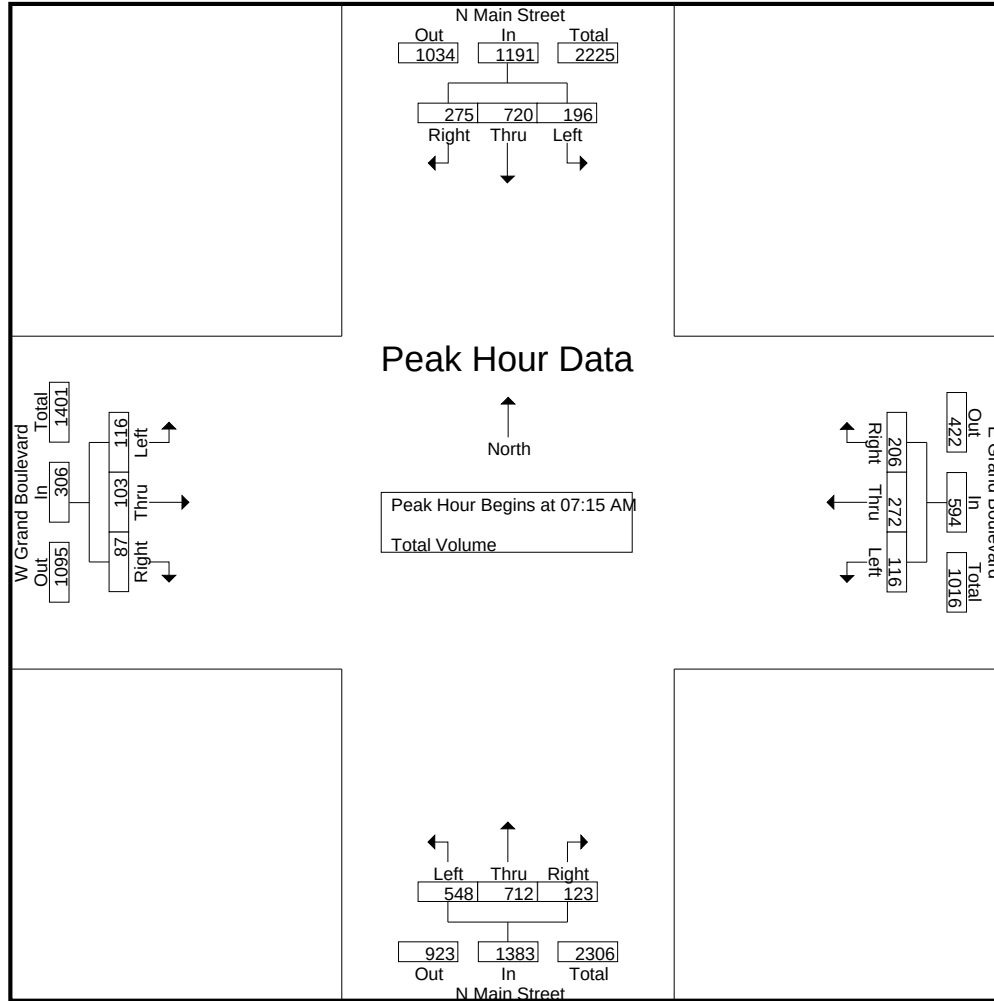
Groups Printed- Total Volume

|             | N Main Street<br>Southbound |      |       |            | E Grand Boulevard<br>Westbound |      |       |            | N Main Street<br>Northbound |      |       |            | W Grand Boulevard<br>Eastbound |      |       |            |            |
|-------------|-----------------------------|------|-------|------------|--------------------------------|------|-------|------------|-----------------------------|------|-------|------------|--------------------------------|------|-------|------------|------------|
| Start Time  | Left                        | Thru | Right | App. Total | Left                           | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                           | Thru | Right | App. Total | Int. Total |
| 06:30 AM    | 18                          | 144  | 34    | 196        | 23                             | 37   | 28    | 88         | 141                         | 104  | 19    | 264        | 6                              | 7    | 19    | 32         | 580        |
| 06:45 AM    | 27                          | 135  | 50    | 212        | 22                             | 51   | 26    | 99         | 145                         | 139  | 25    | 309        | 16                             | 12   | 13    | 41         | 661        |
| Total       | 45                          | 279  | 84    | 408        | 45                             | 88   | 54    | 187        | 286                         | 243  | 44    | 573        | 22                             | 19   | 32    | 73         | 1241       |
| 07:00 AM    | 15                          | 144  | 47    | 206        | 34                             | 39   | 35    | 108        | 154                         | 135  | 35    | 324        | 18                             | 12   | 24    | 54         | 692        |
| 07:15 AM    | 49                          | 148  | 50    | 247        | 29                             | 71   | 51    | 151        | 155                         | 156  | 33    | 344        | 27                             | 24   | 21    | 72         | 814        |
| 07:30 AM    | 44                          | 191  | 84    | 319        | 34                             | 81   | 54    | 169        | 138                         | 158  | 21    | 317        | 36                             | 22   | 20    | 78         | 883        |
| 07:45 AM    | 59                          | 178  | 72    | 309        | 28                             | 71   | 55    | 154        | 153                         | 195  | 32    | 380        | 27                             | 25   | 30    | 82         | 925        |
| Total       | 167                         | 661  | 253   | 1081       | 125                            | 262  | 195   | 582        | 600                         | 644  | 121   | 1365       | 108                            | 83   | 95    | 286        | 3314       |
| 08:00 AM    | 44                          | 203  | 69    | 316        | 25                             | 49   | 46    | 120        | 102                         | 203  | 37    | 342        | 26                             | 32   | 16    | 74         | 852        |
| 08:15 AM    | 39                          | 166  | 51    | 256        | 17                             | 59   | 41    | 117        | 111                         | 162  | 25    | 298        | 27                             | 21   | 33    | 81         | 752        |
| 08:30 AM    | 34                          | 160  | 64    | 258        | 38                             | 52   | 47    | 137        | 75                          | 145  | 23    | 243        | 27                             | 21   | 25    | 73         | 711        |
| 08:45 AM    | 31                          | 168  | 70    | 269        | 23                             | 50   | 52    | 125        | 100                         | 192  | 34    | 326        | 25                             | 17   | 30    | 72         | 792        |
| Total       | 148                         | 697  | 254   | 1099       | 103                            | 210  | 186   | 499        | 388                         | 702  | 119   | 1209       | 105                            | 91   | 104   | 300        | 3107       |
| Grand Total | 360                         | 1637 | 591   | 2588       | 273                            | 560  | 435   | 1268       | 1274                        | 1589 | 284   | 3147       | 235                            | 193  | 231   | 659        | 7662       |
| Apprch %    | 13.9                        | 63.3 | 22.8  |            | 21.5                           | 44.2 | 34.3  |            | 40.5                        | 50.5 | 9     |            | 35.7                           | 29.3 | 35.1  |            |            |
| Total %     | 4.7                         | 21.4 | 7.7   | 33.8       | 3.6                            | 7.3  | 5.7   | 16.5       | 16.6                        | 20.7 | 3.7   | 41.1       | 3.1                            | 2.5  | 3     | 8.6        |            |

|                                                            | N Main Street<br>Southbound |            |           |            | E Grand Boulevard<br>Westbound |           |           |            | N Main Street<br>Northbound |            |           |            | W Grand Boulevard<br>Eastbound |           |           |            |            |
|------------------------------------------------------------|-----------------------------|------------|-----------|------------|--------------------------------|-----------|-----------|------------|-----------------------------|------------|-----------|------------|--------------------------------|-----------|-----------|------------|------------|
| Start Time                                                 | Left                        | Thru       | Right     | App. Total | Left                           | Thru      | Right     | App. Total | Left                        | Thru       | Right     | App. Total | Left                           | Thru      | Right     | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1 |                             |            |           |            |                                |           |           |            |                             |            |           |            |                                |           |           |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                             |            |           |            |                                |           |           |            |                             |            |           |            |                                |           |           |            |            |
| 07:15 AM                                                   | 49                          | 148        | 50        | 247        | 29                             | 71        | 51        | 151        | <b>155</b>                  | 156        | 33        | 344        | 27                             | 24        | 21        | 72         | 814        |
| 07:30 AM                                                   | 44                          | 191        | <b>84</b> | <b>319</b> | <b>34</b>                      | <b>81</b> | 54        | <b>169</b> | 138                         | 158        | 21        | 317        | <b>36</b>                      | 22        | 20        | 78         | 883        |
| 07:45 AM                                                   | <b>59</b>                   | 178        | 72        | 309        | 28                             | 71        | <b>55</b> | 154        | 153                         | 195        | 32        | <b>380</b> | 27                             | 25        | <b>30</b> | <b>82</b>  | <b>925</b> |
| 08:00 AM                                                   | 44                          | <b>203</b> | 69        | 316        | 25                             | 49        | 46        | 120        | 102                         | <b>203</b> | <b>37</b> | 342        | 26                             | <b>32</b> | 16        | 74         | 852        |
| Total Volume                                               | 196                         | 720        | 275       | 1191       | 116                            | 272       | 206       | 594        | 548                         | 712        | 123       | 1383       | 116                            | 103       | 87        | 306        | 3474       |
| % App. Total                                               | 16.5                        | 60.5       | 23.1      |            | 19.5                           | 45.8      | 34.7      |            | 39.6                        | 51.5       | 8.9       |            | 37.9                           | 33.7      | 28.4      |            |            |
| PHF                                                        | .831                        | .887       | .818      | .933       | .853                           | .840      | .936      | .879       | .884                        | .877       | .831      | .910       | .806                           | .805      | .725      | .933       | .939       |

City of Corona  
N/S: N Main Street  
E/W: Grand Boulevard  
Weather: Clear

File Name : 13\_COR\_Main\_Gra AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 07:30 AM |      |      |      | 07:15 AM |      |      |      | 07:15 AM |      |      |      | 07:30 AM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 44       | 191  | 84   | 319  | 29       | 71   | 51   | 151  | 155      | 156  | 33   | 344  | 36       | 22   | 20   | 78   |
| +15 mins.    | 59       | 178  | 72   | 309  | 34       | 81   | 54   | 169  | 138      | 158  | 21   | 317  | 27       | 25   | 30   | 82   |
| +30 mins.    | 44       | 203  | 69   | 316  | 28       | 71   | 55   | 154  | 153      | 195  | 32   | 380  | 26       | 32   | 16   | 74   |
| +45 mins.    | 39       | 166  | 51   | 256  | 25       | 49   | 46   | 120  | 102      | 203  | 37   | 342  | 27       | 21   | 33   | 81   |
| Total Volume | 186      | 738  | 276  | 1200 | 116      | 272  | 206  | 594  | 548      | 712  | 123  | 1383 | 116      | 100  | 99   | 315  |
| % App. Total | 15.5     | 61.5 | 23   |      | 19.5     | 45.8 | 34.7 |      | 39.6     | 51.5 | 8.9  |      | 36.8     | 31.7 | 31.4 |      |
| PHF          | .788     | .909 | .821 | .940 | .853     | .840 | .936 | .879 | .884     | .877 | .831 | .910 | .806     | .781 | .750 | .960 |

City of Corona  
N/S: N Main Street  
E/W: Grand Boulevard  
Weather: Clear

File Name : 13\_COR\_Main\_Gra PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

Groups Printed- Total Volume

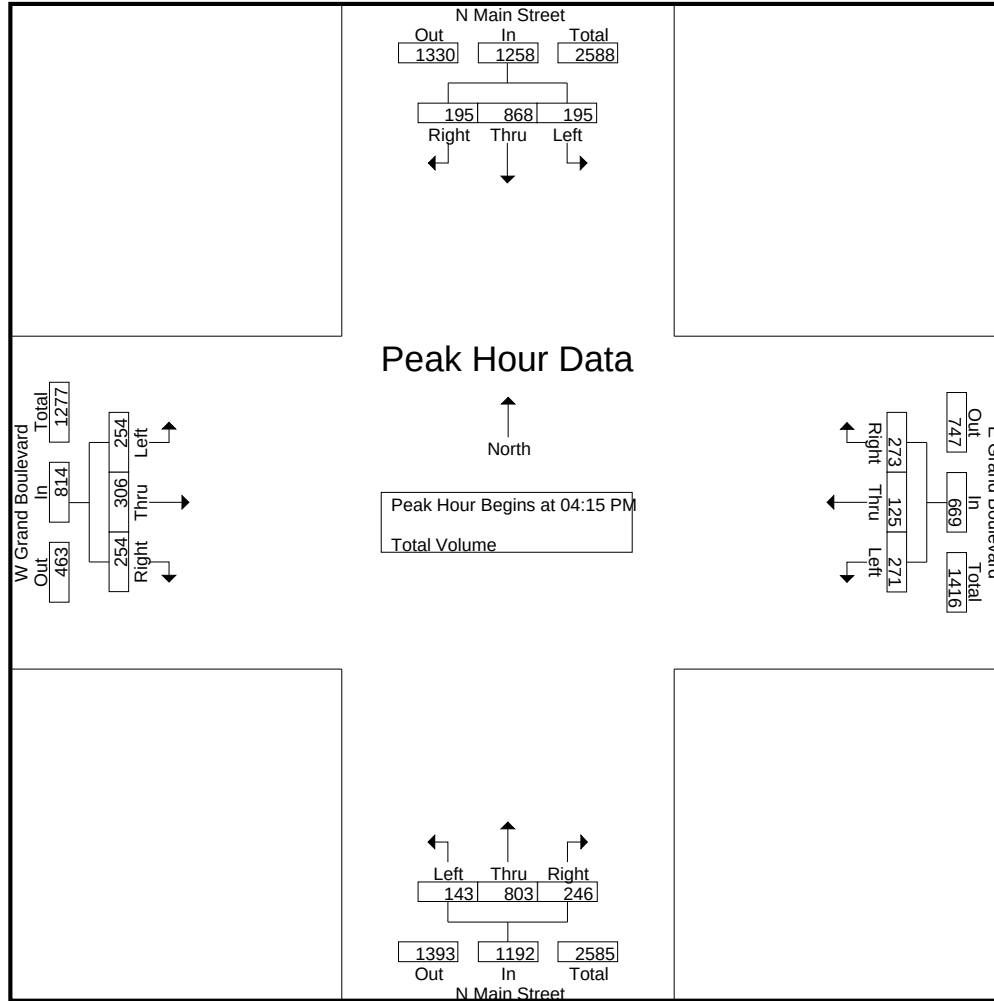
|             | N Main Street<br>Southbound |      |       |            | E Grand Boulevard<br>Westbound |      |       |            | N Main Street<br>Northbound |      |       |            | W Grand Boulevard<br>Eastbound |      |       |            |            |
|-------------|-----------------------------|------|-------|------------|--------------------------------|------|-------|------------|-----------------------------|------|-------|------------|--------------------------------|------|-------|------------|------------|
| Start Time  | Left                        | Thru | Right | App. Total | Left                           | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                           | Thru | Right | App. Total | Int. Total |
| 04:00 PM    | 43                          | 210  | 46    | 299        | 46                             | 40   | 92    | 178        | 40                          | 184  | 49    | 273        | 60                             | 79   | 76    | 215        | 965        |
| 04:15 PM    | 52                          | 226  | 56    | 334        | 64                             | 34   | 56    | 154        | 40                          | 200  | 95    | 335        | 47                             | 68   | 45    | 160        | 983        |
| 04:30 PM    | 45                          | 202  | 44    | 291        | 57                             | 24   | 55    | 136        | 37                          | 197  | 56    | 290        | 64                             | 99   | 66    | 229        | 946        |
| 04:45 PM    | 50                          | 217  | 42    | 309        | 69                             | 31   | 77    | 177        | 35                          | 223  | 55    | 313        | 72                             | 74   | 51    | 197        | 996        |
| Total       | 190                         | 855  | 188   | 1233       | 236                            | 129  | 280   | 645        | 152                         | 804  | 255   | 1211       | 243                            | 320  | 238   | 801        | 3890       |
| 05:00 PM    | 48                          | 223  | 53    | 324        | 81                             | 36   | 85    | 202        | 31                          | 183  | 40    | 254        | 71                             | 65   | 92    | 228        | 1008       |
| 05:15 PM    | 48                          | 261  | 50    | 359        | 50                             | 27   | 68    | 145        | 50                          | 194  | 38    | 282        | 47                             | 43   | 57    | 147        | 933        |
| 05:30 PM    | 44                          | 193  | 45    | 282        | 58                             | 27   | 54    | 139        | 28                          | 178  | 40    | 246        | 51                             | 43   | 39    | 133        | 800        |
| 05:45 PM    | 47                          | 223  | 46    | 316        | 54                             | 33   | 63    | 150        | 33                          | 232  | 31    | 296        | 61                             | 51   | 43    | 155        | 917        |
| Total       | 187                         | 900  | 194   | 1281       | 243                            | 123  | 270   | 636        | 142                         | 787  | 149   | 1078       | 230                            | 202  | 231   | 663        | 3658       |
| Grand Total | 377                         | 1755 | 382   | 2514       | 479                            | 252  | 550   | 1281       | 294                         | 1591 | 404   | 2289       | 473                            | 522  | 469   | 1464       | 7548       |
| Apprch %    | 15                          | 69.8 | 15.2  |            | 37.4                           | 19.7 | 42.9  |            | 12.8                        | 69.5 | 17.6  |            | 32.3                           | 35.7 | 32    |            |            |
| Total %     | 5                           | 23.3 | 5.1   | 33.3       | 6.3                            | 3.3  | 7.3   | 17         | 3.9                         | 21.1 | 5.4   | 30.3       | 6.3                            | 6.9  | 6.2   | 19.4       |            |

|                                                            | N Main Street<br>Southbound |            |           |            | E Grand Boulevard<br>Westbound |           |           |            | N Main Street<br>Northbound |            |           |            | W Grand Boulevard<br>Eastbound |           |           |            |             |
|------------------------------------------------------------|-----------------------------|------------|-----------|------------|--------------------------------|-----------|-----------|------------|-----------------------------|------------|-----------|------------|--------------------------------|-----------|-----------|------------|-------------|
| Start Time                                                 | Left                        | Thru       | Right     | App. Total | Left                           | Thru      | Right     | App. Total | Left                        | Thru       | Right     | App. Total | Left                           | Thru      | Right     | App. Total | Int. Total  |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                             |            |           |            |                                |           |           |            |                             |            |           |            |                                |           |           |            |             |
| Peak Hour for Entire Intersection Begins at 04:15 PM       |                             |            |           |            |                                |           |           |            |                             |            |           |            |                                |           |           |            |             |
| 04:15 PM                                                   | <b>52</b>                   | <b>226</b> | <b>56</b> | <b>334</b> | 64                             | 34        | 56        | 154        | <b>40</b>                   | 200        | <b>95</b> | <b>335</b> | 47                             | 68        | 45        | 160        | 983         |
| 04:30 PM                                                   | 45                          | 202        | 44        | 291        | 57                             | 24        | 55        | 136        | 37                          | 197        | 56        | 290        | 64                             | <b>99</b> | 66        | <b>229</b> | 946         |
| 04:45 PM                                                   | 50                          | 217        | 42        | 309        | 69                             | 31        | 77        | 177        | 35                          | <b>223</b> | 55        | 313        | <b>72</b>                      | 74        | 51        | 197        | 996         |
| 05:00 PM                                                   | 48                          | 223        | 53        | 324        | <b>81</b>                      | <b>36</b> | <b>85</b> | <b>202</b> | 31                          | 183        | 40        | 254        | 71                             | 65        | <b>92</b> | 228        | <b>1008</b> |
| Total Volume                                               | 195                         | 868        | 195       | 1258       | 271                            | 125       | 273       | 669        | 143                         | 803        | 246       | 1192       | 254                            | 306       | 254       | 814        | 3933        |
| % App. Total                                               | 15.5                        | 69         | 15.5      |            | 40.5                           | 18.7      | 40.8      |            | 12                          | 67.4       | 20.6      |            | 31.2                           | 37.6      | 31.2      |            |             |
| PHF                                                        | .938                        | .960       | .871      | .942       | .836                           | .868      | .803      | .828       | .894                        | .900       | .647      | .890       | .882                           | .773      | .690      | .889       | .975        |



City of Corona  
N/S: N Main Street  
E/W: Grand Boulevard  
Weather: Clear

File Name : 13\_COR\_Main\_Gra PM  
Site Code : 99926153  
Start Date : 2/26/2026  
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:

|              | 04:30 PM  |            |           |            | 04:15 PM  |           |           |            | 04:00 PM  |            |           |            | 04:15 PM  |           |           |            |
|--------------|-----------|------------|-----------|------------|-----------|-----------|-----------|------------|-----------|------------|-----------|------------|-----------|-----------|-----------|------------|
| +0 mins.     | 45        | 202        | 44        | 291        | 64        | 34        | 56        | 154        | <b>40</b> | 184        | 49        | 273        | 47        | 68        | 45        | 160        |
| +15 mins.    | <b>50</b> | 217        | 42        | 309        | 57        | 24        | 55        | 136        | 40        | 200        | <b>95</b> | <b>335</b> | 64        | <b>99</b> | 66        | <b>229</b> |
| +30 mins.    | 48        | 223        | <b>53</b> | 324        | 69        | 31        | 77        | 177        | 37        | 197        | 56        | 290        | <b>72</b> | 74        | 51        | 197        |
| +45 mins.    | 48        | <b>261</b> | 50        | <b>359</b> | <b>81</b> | <b>36</b> | <b>85</b> | <b>202</b> | 35        | <b>223</b> | 55        | 313        | 71        | 65        | <b>92</b> | 228        |
| Total Volume | 191       | 903        | 189       | 1283       | 271       | 125       | 273       | 669        | 152       | 804        | 255       | 1211       | 254       | 306       | 254       | 814        |
| % App. Total | 14.9      | 70.4       | 14.7      |            | 40.5      | 18.7      | 40.8      |            | 12.6      | 66.4       | 21.1      |            | 31.2      | 37.6      | 31.2      |            |
| PHF          | .955      | .865       | .892      | .893       | .836      | .868      | .803      | .828       | .950      | .901       | .671      | .904       | .882      | .773      | .690      | .889       |

City of Corona  
N/S: N Main Street  
E/W: Grand Boulevard  
Weather: Clear

File Name : 13\_COR\_Main\_Gra SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 1

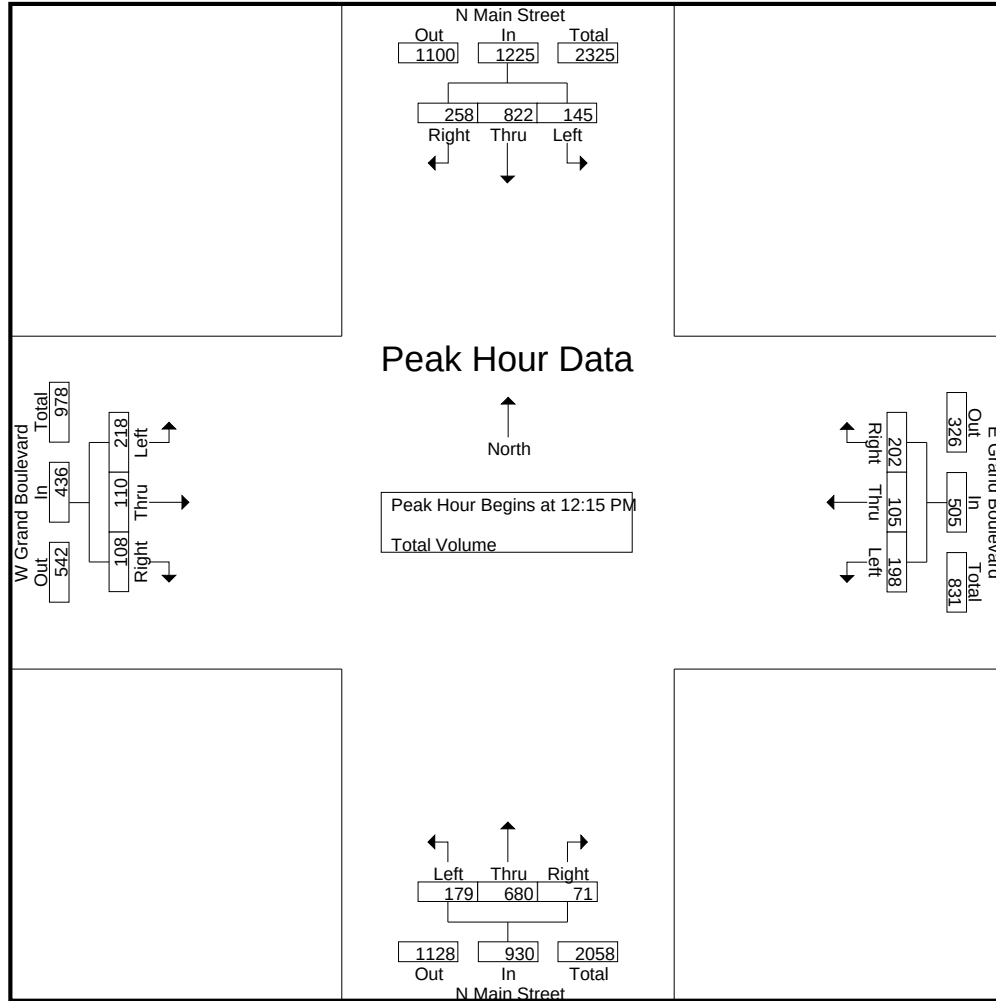
Groups Printed- Total Volume

|             | N Main Street Southbound |      |       |            | E Grand Boulevard Westbound |      |       |            | N Main Street Northbound |      |       |            | W Grand Boulevard Eastbound |      |       |            |            |
|-------------|--------------------------|------|-------|------------|-----------------------------|------|-------|------------|--------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------|
| Start Time  | Left                     | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Int. Total |
| 12:00 PM    | 30                       | 171  | 42    | 243        | 43                          | 20   | 52    | 115        | 35                       | 156  | 22    | 213        | 61                          | 26   | 21    | 108        | 679        |
| 12:15 PM    | 36                       | 202  | 55    | 293        | 27                          | 27   | 50    | 104        | 47                       | 176  | 16    | 239        | 33                          | 20   | 27    | 80         | 716        |
| 12:30 PM    | 35                       | 190  | 50    | 275        | 55                          | 21   | 54    | 130        | 52                       | 166  | 16    | 234        | 52                          | 24   | 24    | 100        | 739        |
| 12:45 PM    | 43                       | 183  | 72    | 298        | 66                          | 28   | 47    | 141        | 38                       | 178  | 20    | 236        | 57                          | 18   | 19    | 94         | 769        |
| Total       | 144                      | 746  | 219   | 1109       | 191                         | 96   | 203   | 490        | 172                      | 676  | 74    | 922        | 203                         | 88   | 91    | 382        | 2903       |
| 01:00 PM    | 31                       | 247  | 81    | 359        | 50                          | 29   | 51    | 130        | 42                       | 160  | 19    | 221        | 76                          | 48   | 38    | 162        | 872        |
| 01:15 PM    | 32                       | 180  | 40    | 252        | 62                          | 21   | 48    | 131        | 36                       | 138  | 23    | 197        | 38                          | 20   | 31    | 89         | 669        |
| 01:30 PM    | 38                       | 189  | 45    | 272        | 57                          | 29   | 41    | 127        | 34                       | 160  | 17    | 211        | 35                          | 32   | 34    | 101        | 711        |
| 01:45 PM    | 28                       | 178  | 39    | 245        | 41                          | 24   | 52    | 117        | 37                       | 144  | 19    | 200        | 40                          | 19   | 29    | 88         | 650        |
| Total       | 129                      | 794  | 205   | 1128       | 210                         | 103  | 192   | 505        | 149                      | 602  | 78    | 829        | 189                         | 119  | 132   | 440        | 2902       |
| Grand Total | 273                      | 1540 | 424   | 2237       | 401                         | 199  | 395   | 995        | 321                      | 1278 | 152   | 1751       | 392                         | 207  | 223   | 822        | 5805       |
| Apprch %    | 12.2                     | 68.8 | 19    |            | 40.3                        | 20   | 39.7  |            | 18.3                     | 73   | 8.7   |            | 47.7                        | 25.2 | 27.1  |            |            |
| Total %     | 4.7                      | 26.5 | 7.3   | 38.5       | 6.9                         | 3.4  | 6.8   | 17.1       | 5.5                      | 22   | 2.6   | 30.2       | 6.8                         | 3.6  | 3.8   | 14.2       |            |

|                                                            | N Main Street Southbound |            |           |            | E Grand Boulevard Westbound |           |           |            | N Main Street Northbound |            |           |            | W Grand Boulevard Eastbound |           |           |            |            |
|------------------------------------------------------------|--------------------------|------------|-----------|------------|-----------------------------|-----------|-----------|------------|--------------------------|------------|-----------|------------|-----------------------------|-----------|-----------|------------|------------|
| Start Time                                                 | Left                     | Thru       | Right     | App. Total | Left                        | Thru      | Right     | App. Total | Left                     | Thru       | Right     | App. Total | Left                        | Thru      | Right     | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1 |                          |            |           |            |                             |           |           |            |                          |            |           |            |                             |           |           |            |            |
| Peak Hour for Entire Intersection Begins at 12:15 PM       |                          |            |           |            |                             |           |           |            |                          |            |           |            |                             |           |           |            |            |
| 12:15 PM                                                   | 36                       | 202        | 55        | 293        | 27                          | 27        | 50        | 104        | 47                       | 176        | 16        | <b>239</b> | 33                          | 20        | 27        | 80         | 716        |
| 12:30 PM                                                   | 35                       | 190        | 50        | 275        | 55                          | 21        | <b>54</b> | 130        | <b>52</b>                | 166        | 16        | 234        | 52                          | 24        | 24        | 100        | 739        |
| 12:45 PM                                                   | <b>43</b>                | 183        | 72        | 298        | <b>66</b>                   | 28        | 47        | <b>141</b> | 38                       | <b>178</b> | <b>20</b> | 236        | 57                          | 18        | 19        | 94         | 769        |
| 01:00 PM                                                   | 31                       | <b>247</b> | <b>81</b> | <b>359</b> | 50                          | <b>29</b> | 51        | 130        | 42                       | 160        | 19        | 221        | <b>76</b>                   | <b>48</b> | <b>38</b> | <b>162</b> | <b>872</b> |
| Total Volume                                               | 145                      | 822        | 258       | 1225       | 198                         | 105       | 202       | 505        | 179                      | 680        | 71        | 930        | 218                         | 110       | 108       | 436        | 3096       |
| % App. Total                                               | 11.8                     | 67.1       | 21.1      |            | 39.2                        | 20.8      | 40        |            | 19.2                     | 73.1       | 7.6       |            | 50                          | 25.2      | 24.8      |            |            |
| PHF                                                        | .843                     | .832       | .796      | .853       | .750                        | .905      | .935      | .895       | .861                     | .955       | .888      | .973       | .717                        | .573      | .711      | .673       | .888       |

City of Corona  
N/S: N Main Street  
E/W: Grand Boulevard  
Weather: Clear

File Name : 13\_COR\_Main\_Gra SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 12:15 PM  |            |           |            | 12:30 PM  |           |           |            | 12:15 PM  |            |           |            | 12:45 PM  |           |           |            |
|--------------|-----------|------------|-----------|------------|-----------|-----------|-----------|------------|-----------|------------|-----------|------------|-----------|-----------|-----------|------------|
| +0 mins.     | 36        | 202        | 55        | 293        | 55        | 21        | <b>54</b> | 130        | 47        | 176        | 16        | <b>239</b> | 57        | 18        | 19        | 94         |
| +15 mins.    | 35        | 190        | 50        | 275        | <b>66</b> | 28        | 47        | <b>141</b> | <b>52</b> | 166        | 16        | 234        | <b>76</b> | <b>48</b> | <b>38</b> | <b>162</b> |
| +30 mins.    | <b>43</b> | 183        | 72        | 298        | 50        | <b>29</b> | 51        | 130        | 38        | <b>178</b> | <b>20</b> | 236        | 38        | 20        | 31        | 89         |
| +45 mins.    | 31        | <b>247</b> | <b>81</b> | <b>359</b> | 62        | 21        | 48        | 131        | 42        | 160        | 19        | 221        | 35        | 32        | 34        | 101        |
| Total Volume | 145       | 822        | 258       | 1225       | 233       | 99        | 200       | 532        | 179       | 680        | 71        | 930        | 206       | 118       | 122       | 446        |
| % App. Total | 11.8      | 67.1       | 21.1      |            | 43.8      | 18.6      | 37.6      |            | 19.2      | 73.1       | 7.6       |            | 46.2      | 26.5      | 27.4      |            |
| PHF          | .843      | .832       | .796      | .853       | .883      | .853      | .926      | .943       | .861      | .955       | .888      | .973       | .678      | .615      | .803      | .688       |

Location: Corona  
 N/S: N Main Street  
 E/W: Grand Boulevard



PEDESTRIANS

Date: 2/26/2026

Day: Thursday

|                | North Leg<br>N Main Street | East Leg<br>E Grand Boulevard | South Leg<br>N Main Street | West Leg<br>W Grand Boulevard |    |
|----------------|----------------------------|-------------------------------|----------------------------|-------------------------------|----|
|                | Pedestrians                | Pedestrians                   | Pedestrians                | Pedestrians                   |    |
| 6:30 AM        | 1                          | 0                             | 0                          | 0                             | 1  |
| 6:45 AM        | 0                          | 0                             | 0                          | 0                             | 0  |
| 7:00 AM        | 1                          | 0                             | 0                          | 0                             | 1  |
| 7:15 AM        | 2                          | 0                             | 0                          | 2                             | 4  |
| 7:30 AM        | 1                          | 0                             | 0                          | 0                             | 1  |
| 7:45 AM        | 0                          | 0                             | 1                          | 1                             | 2  |
| 8:00 AM        | 1                          | 0                             | 0                          | 1                             | 2  |
| 8:15 AM        | 1                          | 1                             | 0                          | 1                             | 3  |
| 8:30 AM        | 2                          | 0                             | 0                          | 0                             | 2  |
| 8:45 AM        | 1                          | 0                             | 0                          | 1                             | 2  |
| TOTAL VOLUMES: | 10                         | 1                             | 1                          | 6                             | 18 |

Date: 2/26/2026

Day: Thursday

|                | North Leg<br>N Main Street | East Leg<br>E Grand Boulevard | South Leg<br>N Main Street | West Leg<br>W Grand Boulevard |    |
|----------------|----------------------------|-------------------------------|----------------------------|-------------------------------|----|
|                | Pedestrians                | Pedestrians                   | Pedestrians                | Pedestrians                   |    |
| 4:00 PM        | 1                          | 0                             | 0                          | 0                             | 1  |
| 4:15 PM        | 2                          | 0                             | 1                          | 1                             | 4  |
| 4:30 PM        | 2                          | 0                             | 1                          | 2                             | 5  |
| 4:45 PM        | 1                          | 0                             | 0                          | 0                             | 1  |
| 5:00 PM        | 0                          | 0                             | 0                          | 0                             | 0  |
| 5:15 PM        | 0                          | 0                             | 0                          | 1                             | 1  |
| 5:30 PM        | 0                          | 0                             | 0                          | 0                             | 0  |
| 5:45 PM        | 0                          | 0                             | 0                          | 1                             | 1  |
| TOTAL VOLUMES: | 6                          | 0                             | 2                          | 5                             | 13 |

Date: 2/28/2026

Day: Saturday

|                | North Leg<br>N Main Street | East Leg<br>E Grand Boulevard | South Leg<br>N Main Street | West Leg<br>W Grand Boulevard |    |
|----------------|----------------------------|-------------------------------|----------------------------|-------------------------------|----|
|                | Pedestrians                | Pedestrians                   | Pedestrians                | Pedestrians                   |    |
| 12:00 PM       | 1                          | 0                             | 0                          | 0                             | 1  |
| 12:15 PM       | 0                          | 0                             | 0                          | 1                             | 1  |
| 12:30 PM       | 0                          | 0                             | 1                          | 0                             | 1  |
| 12:45 PM       | 1                          | 1                             | 0                          | 1                             | 3  |
| 1:00 PM        | 0                          | 0                             | 0                          | 0                             | 0  |
| 1:15 PM        | 0                          | 0                             | 0                          | 2                             | 2  |
| 1:30 PM        | 1                          | 0                             | 0                          | 0                             | 1  |
| 1:45 PM        | 0                          | 0                             | 0                          | 1                             | 1  |
| TOTAL VOLUMES: | 3                          | 1                             | 1                          | 5                             | 10 |

Location: Corona  
 N/S: N Main Street  
 E/W: Grand Boulevard



**BICYCLES**

Date: 2/26/2026  
 Day: Thursday

|                | Southbound<br>N Main Street |      |       | Westbound<br>E Grand Boulevard |      |       | Northbound<br>N Main Street |      |       | Eastbound<br>W Grand Boulevard |      |       |   |
|----------------|-----------------------------|------|-------|--------------------------------|------|-------|-----------------------------|------|-------|--------------------------------|------|-------|---|
|                | Left                        | Thru | Right | Left                           | Thru | Right | Left                        | Thru | Right | Left                           | Thru | Right |   |
| 6:30 AM        | 0                           | 0    | 0     | 0                              | 0    | 0     | 0                           | 0    | 0     | 0                              | 0    | 0     | 0 |
| 6:45 AM        | 0                           | 1    | 0     | 0                              | 2    | 0     | 0                           | 0    | 0     | 0                              | 0    | 0     | 3 |
| 7:00 AM        | 0                           | 0    | 0     | 0                              | 0    | 0     | 0                           | 0    | 0     | 0                              | 1    | 0     | 1 |
| 7:15 AM        | 0                           | 0    | 0     | 0                              | 1    | 0     | 0                           | 0    | 0     | 0                              | 0    | 0     | 1 |
| 7:30 AM        | 0                           | 0    | 0     | 0                              | 0    | 0     | 0                           | 0    | 0     | 0                              | 0    | 0     | 0 |
| 7:45 AM        | 0                           | 0    | 0     | 0                              | 0    | 0     | 0                           | 0    | 0     | 0                              | 0    | 0     | 0 |
| 8:00 AM        | 0                           | 1    | 0     | 0                              | 0    | 0     | 0                           | 0    | 0     | 0                              | 0    | 0     | 1 |
| 8:15 AM        | 1                           | 0    | 0     | 0                              | 0    | 0     | 0                           | 0    | 0     | 0                              | 0    | 0     | 1 |
| 8:30 AM        | 0                           | 0    | 0     | 0                              | 0    | 0     | 0                           | 0    | 0     | 0                              | 0    | 0     | 0 |
| 8:45 AM        | 0                           | 0    | 0     | 0                              | 0    | 0     | 0                           | 0    | 0     | 0                              | 0    | 0     | 0 |
| TOTAL VOLUMES: | 1                           | 2    | 0     | 0                              | 3    | 0     | 0                           | 0    | 0     | 0                              | 1    | 0     | 7 |

Date: 2/26/2026  
 Day: Thursday

|                | Southbound<br>N Main Street |      |       | Westbound<br>E Grand Boulevard |      |       | Northbound<br>N Main Street |      |       | Eastbound<br>W Grand Boulevard |      |       |   |
|----------------|-----------------------------|------|-------|--------------------------------|------|-------|-----------------------------|------|-------|--------------------------------|------|-------|---|
|                | Left                        | Thru | Right | Left                           | Thru | Right | Left                        | Thru | Right | Left                           | Thru | Right |   |
| 4:00 PM        | 0                           | 0    | 0     | 0                              | 0    | 0     | 0                           | 0    | 0     | 0                              | 0    | 0     | 0 |
| 4:15 PM        | 0                           | 0    | 0     | 0                              | 0    | 0     | 0                           | 0    | 0     | 0                              | 0    | 0     | 0 |
| 4:30 PM        | 0                           | 1    | 0     | 0                              | 0    | 0     | 0                           | 0    | 0     | 0                              | 0    | 0     | 1 |
| 4:45 PM        | 0                           | 0    | 0     | 0                              | 2    | 0     | 0                           | 0    | 0     | 0                              | 1    | 0     | 3 |
| 5:00 PM        | 0                           | 0    | 0     | 0                              | 0    | 0     | 0                           | 0    | 0     | 0                              | 0    | 0     | 0 |
| 5:15 PM        | 0                           | 0    | 0     | 0                              | 0    | 1     | 0                           | 0    | 0     | 0                              | 0    | 0     | 1 |
| 5:30 PM        | 0                           | 0    | 0     | 0                              | 0    | 0     | 0                           | 2    | 0     | 0                              | 0    | 0     | 2 |
| 5:45 PM        | 0                           | 0    | 0     | 0                              | 0    | 0     | 0                           | 0    | 0     | 0                              | 0    | 0     | 0 |
| TOTAL VOLUMES: | 0                           | 1    | 0     | 0                              | 2    | 1     | 0                           | 2    | 0     | 0                              | 1    | 0     | 7 |

Date: 2/28/2026  
 Day: Saturday

|                | Southbound<br>N Main Street |      |       | Westbound<br>E Grand Boulevard |      |       | Northbound<br>N Main Street |      |       | Eastbound<br>W Grand Boulevard |      |       |   |
|----------------|-----------------------------|------|-------|--------------------------------|------|-------|-----------------------------|------|-------|--------------------------------|------|-------|---|
|                | Left                        | Thru | Right | Left                           | Thru | Right | Left                        | Thru | Right | Left                           | Thru | Right |   |
| 12:00 PM       | 0                           | 0    | 0     | 0                              | 0    | 0     | 0                           | 0    | 0     | 0                              | 0    | 0     | 0 |
| 12:15 PM       | 0                           | 0    | 0     | 0                              | 0    | 0     | 0                           | 0    | 0     | 0                              | 0    | 0     | 0 |
| 12:30 PM       | 0                           | 0    | 0     | 0                              | 0    | 0     | 0                           | 0    | 0     | 0                              | 0    | 0     | 0 |
| 12:45 PM       | 0                           | 1    | 0     | 0                              | 0    | 0     | 0                           | 0    | 0     | 1                              | 0    | 0     | 2 |
| 1:00 PM        | 0                           | 0    | 0     | 0                              | 0    | 0     | 0                           | 0    | 0     | 0                              | 4    | 0     | 4 |
| 1:15 PM        | 0                           | 0    | 0     | 0                              | 0    | 0     | 0                           | 0    | 0     | 0                              | 0    | 0     | 0 |
| 1:30 PM        | 0                           | 0    | 0     | 0                              | 0    | 0     | 0                           | 0    | 0     | 0                              | 0    | 0     | 0 |
| 1:45 PM        | 0                           | 0    | 0     | 0                              | 0    | 0     | 0                           | 0    | 0     | 0                              | 0    | 0     | 0 |
| TOTAL VOLUMES: | 0                           | 1    | 0     | 0                              | 0    | 0     | 0                           | 0    | 0     | 1                              | 4    | 0     | 6 |

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

City of Corona  
N/S: N Main Street  
E/W: SR-91 Westbound Ramps  
Weather: Clear

File Name : 14\_COR\_Main\_91W AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

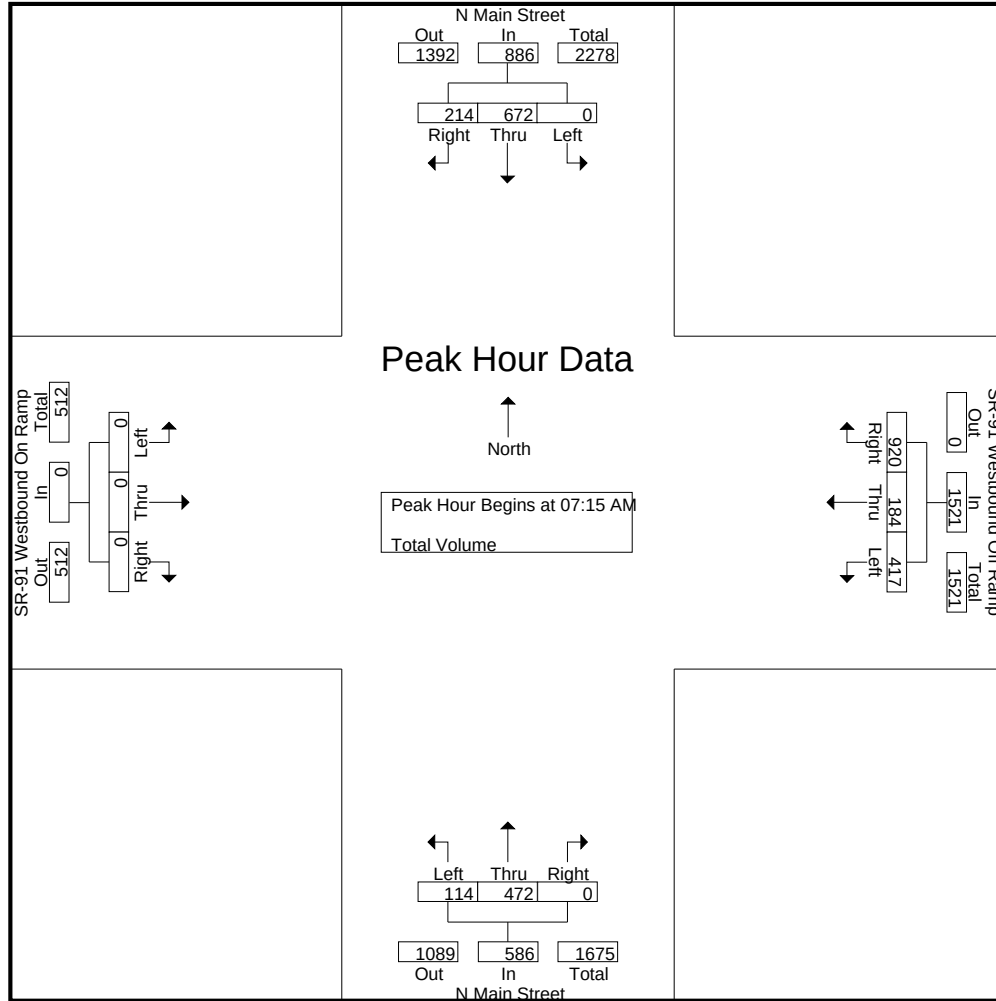
Groups Printed- Total Volume

|             | N Main Street Southbound |      |       |            | SR-91 Westbound Off Ramp Westbound |      |       |            | N Main Street Northbound |      |       |            | SR-91 Westbound On Ramp Eastbound |      |       |            |            |
|-------------|--------------------------|------|-------|------------|------------------------------------|------|-------|------------|--------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------|
| Start Time  | Left                     | Thru | Right | App. Total | Left                               | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                              | Thru | Right | App. Total | Int. Total |
| 06:30 AM    | 0                        | 112  | 53    | 165        | 118                                | 38   | 214   | 370        | 24                       | 56   | 0     | 80         | 0                                 | 0    | 0     | 0          | 615        |
| 06:45 AM    | 0                        | 145  | 56    | 201        | 97                                 | 38   | 243   | 378        | 33                       | 71   | 0     | 104        | 0                                 | 0    | 0     | 0          | 683        |
| Total       | 0                        | 257  | 109   | 366        | 215                                | 76   | 457   | 748        | 57                       | 127  | 0     | 184        | 0                                 | 0    | 0     | 0          | 1298       |
| 07:00 AM    | 0                        | 144  | 63    | 207        | 107                                | 39   | 249   | 395        | 35                       | 81   | 0     | 116        | 0                                 | 0    | 0     | 0          | 718        |
| 07:15 AM    | 0                        | 131  | 43    | 174        | 115                                | 46   | 251   | 412        | 33                       | 90   | 0     | 123        | 0                                 | 0    | 0     | 0          | 709        |
| 07:30 AM    | 0                        | 206  | 61    | 267        | 96                                 | 44   | 225   | 365        | 22                       | 102  | 0     | 124        | 0                                 | 0    | 0     | 0          | 756        |
| 07:45 AM    | 0                        | 163  | 62    | 225        | 123                                | 48   | 243   | 414        | 20                       | 131  | 0     | 151        | 0                                 | 0    | 0     | 0          | 790        |
| Total       | 0                        | 644  | 229   | 873        | 441                                | 177  | 968   | 1586       | 110                      | 404  | 0     | 514        | 0                                 | 0    | 0     | 0          | 2973       |
| 08:00 AM    | 0                        | 172  | 48    | 220        | 83                                 | 46   | 201   | 330        | 39                       | 149  | 0     | 188        | 0                                 | 0    | 0     | 0          | 738        |
| 08:15 AM    | 0                        | 170  | 46    | 216        | 92                                 | 48   | 179   | 319        | 28                       | 100  | 0     | 128        | 0                                 | 0    | 0     | 0          | 663        |
| 08:30 AM    | 0                        | 155  | 60    | 215        | 80                                 | 36   | 127   | 243        | 32                       | 116  | 0     | 148        | 0                                 | 0    | 0     | 0          | 606        |
| 08:45 AM    | 0                        | 172  | 56    | 228        | 108                                | 28   | 183   | 319        | 32                       | 148  | 0     | 180        | 0                                 | 0    | 0     | 0          | 727        |
| Total       | 0                        | 669  | 210   | 879        | 363                                | 158  | 690   | 1211       | 131                      | 513  | 0     | 644        | 0                                 | 0    | 0     | 0          | 2734       |
| Grand Total | 0                        | 1570 | 548   | 2118       | 1019                               | 411  | 2115  | 3545       | 298                      | 1044 | 0     | 1342       | 0                                 | 0    | 0     | 0          | 7005       |
| Apprch %    | 0                        | 74.1 | 25.9  |            | 28.7                               | 11.6 | 59.7  |            | 22.2                     | 77.8 | 0     |            | 0                                 | 0    | 0     |            |            |
| Total %     | 0                        | 22.4 | 7.8   | 30.2       | 14.5                               | 5.9  | 30.2  | 50.6       | 4.3                      | 14.9 | 0     | 19.2       | 0                                 | 0    | 0     | 0          |            |

|                                                            | N Main Street Southbound |            |           |            | SR-91 Westbound Off Ramp Westbound |           |            |            | N Main Street Northbound |            |       |            | SR-91 Westbound On Ramp Eastbound |      |       |            |            |
|------------------------------------------------------------|--------------------------|------------|-----------|------------|------------------------------------|-----------|------------|------------|--------------------------|------------|-------|------------|-----------------------------------|------|-------|------------|------------|
| Start Time                                                 | Left                     | Thru       | Right     | App. Total | Left                               | Thru      | Right      | App. Total | Left                     | Thru       | Right | App. Total | Left                              | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1 |                          |            |           |            |                                    |           |            |            |                          |            |       |            |                                   |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                          |            |           |            |                                    |           |            |            |                          |            |       |            |                                   |      |       |            |            |
| 07:15 AM                                                   | 0                        | 131        | 43        | 174        | 115                                | 46        | <b>251</b> | 412        | 33                       | 90         | 0     | 123        | 0                                 | 0    | 0     | 0          | 709        |
| 07:30 AM                                                   | 0                        | <b>206</b> | 61        | <b>267</b> | 96                                 | 44        | 225        | 365        | 22                       | 102        | 0     | 124        | 0                                 | 0    | 0     | 0          | 756        |
| 07:45 AM                                                   | 0                        | 163        | <b>62</b> | 225        | <b>123</b>                         | <b>48</b> | 243        | <b>414</b> | 20                       | 131        | 0     | 151        | 0                                 | 0    | 0     | 0          | <b>790</b> |
| 08:00 AM                                                   | 0                        | 172        | 48        | 220        | 83                                 | 46        | 201        | 330        | <b>39</b>                | <b>149</b> | 0     | <b>188</b> | 0                                 | 0    | 0     | 0          | 738        |
| Total Volume                                               | 0                        | 672        | 214       | 886        | 417                                | 184       | 920        | 1521       | 114                      | 472        | 0     | 586        | 0                                 | 0    | 0     | 0          | 2993       |
| % App. Total                                               | 0                        | 75.8       | 24.2      |            | 27.4                               | 12.1      | 60.5       |            | 19.5                     | 80.5       | 0     |            | 0                                 | 0    | 0     |            |            |
| PHF                                                        | .000                     | .816       | .863      | .830       | .848                               | .958      | .916       | .918       | .731                     | .792       | .000  | .779       | .000                              | .000 | .000  | .000       | .947       |

City of Corona  
N/S: N Main Street  
E/W: SR-91 Westbound Ramps  
Weather: Clear

File Name : 14\_COR\_Main\_91W AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 07:30 AM |      |      |      | 07:00 AM |      |      |      | 08:00 AM |      |      |      | 06:30 AM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 0        | 206  | 61   | 267  | 107      | 39   | 249  | 395  | 39       | 149  | 0    | 188  | 0        | 0    | 0    | 0    |
| +15 mins.    | 0        | 163  | 62   | 225  | 115      | 46   | 251  | 412  | 28       | 100  | 0    | 128  | 0        | 0    | 0    | 0    |
| +30 mins.    | 0        | 172  | 48   | 220  | 96       | 44   | 225  | 365  | 32       | 116  | 0    | 148  | 0        | 0    | 0    | 0    |
| +45 mins.    | 0        | 170  | 46   | 216  | 123      | 48   | 243  | 414  | 32       | 148  | 0    | 180  | 0        | 0    | 0    | 0    |
| Total Volume | 0        | 711  | 217  | 928  | 441      | 177  | 968  | 1586 | 131      | 513  | 0    | 644  | 0        | 0    | 0    | 0    |
| % App. Total | 0        | 76.6 | 23.4 |      | 27.8     | 11.2 | 61   |      | 20.3     | 79.7 | 0    |      | 0        | 0    | 0    |      |
| PHF          | .000     | .863 | .875 | .869 | .896     | .922 | .964 | .958 | .840     | .861 | .000 | .856 | .000     | .000 | .000 | .000 |

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PO Box 1178  
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City of Corona  
N/S: N Main Street  
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Weather: Clear

File Name : 14\_COR\_Main\_91W PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

Groups Printed- Total Volume

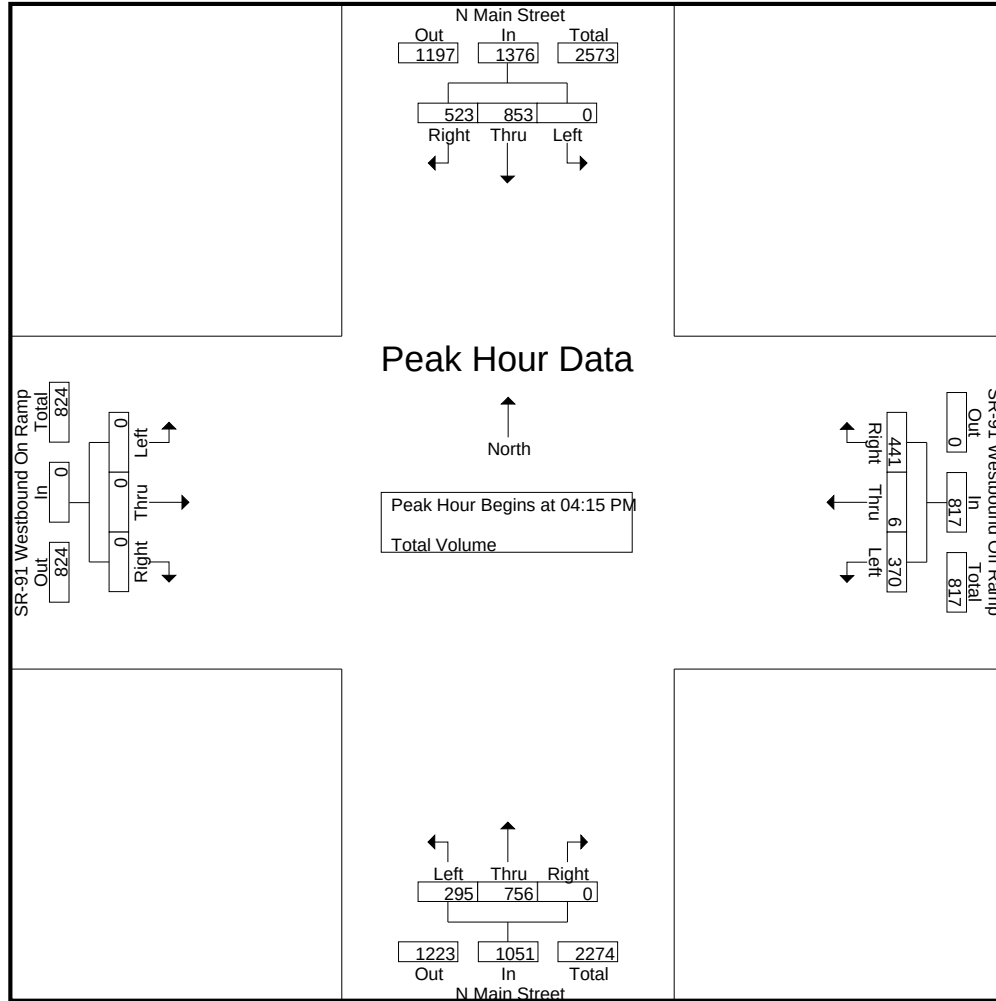
|             | N Main Street Southbound |      |       |            | SR-91 Westbound Off Ramp Westbound |      |       |            | N Main Street Northbound |      |       |            | SR-91 Westbound On Ramp Eastbound |      |       |            |            |
|-------------|--------------------------|------|-------|------------|------------------------------------|------|-------|------------|--------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------|
| Start Time  | Left                     | Thru | Right | App. Total | Left                               | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                              | Thru | Right | App. Total | Int. Total |
| 04:00 PM    | 0                        | 190  | 135   | 325        | 71                                 | 2    | 104   | 177        | 73                       | 183  | 0     | 256        | 0                                 | 0    | 0     | 0          | 758        |
| 04:15 PM    | 0                        | 188  | 144   | 332        | 94                                 | 2    | 102   | 198        | 71                       | 216  | 0     | 287        | 0                                 | 0    | 0     | 0          | 817        |
| 04:30 PM    | 0                        | 197  | 122   | 319        | 89                                 | 2    | 126   | 217        | 65                       | 190  | 0     | 255        | 0                                 | 0    | 0     | 0          | 791        |
| 04:45 PM    | 0                        | 209  | 117   | 326        | 85                                 | 1    | 98    | 184        | 75                       | 192  | 0     | 267        | 0                                 | 0    | 0     | 0          | 777        |
| Total       | 0                        | 784  | 518   | 1302       | 339                                | 7    | 430   | 776        | 284                      | 781  | 0     | 1065       | 0                                 | 0    | 0     | 0          | 3143       |
| 05:00 PM    | 0                        | 259  | 140   | 399        | 102                                | 1    | 115   | 218        | 84                       | 158  | 0     | 242        | 0                                 | 0    | 0     | 0          | 859        |
| 05:15 PM    | 0                        | 218  | 151   | 369        | 91                                 | 1    | 109   | 201        | 65                       | 150  | 0     | 215        | 0                                 | 0    | 0     | 0          | 785        |
| 05:30 PM    | 0                        | 178  | 108   | 286        | 95                                 | 0    | 84    | 179        | 58                       | 174  | 0     | 232        | 0                                 | 0    | 0     | 0          | 697        |
| 05:45 PM    | 0                        | 219  | 103   | 322        | 120                                | 0    | 130   | 250        | 52                       | 169  | 0     | 221        | 0                                 | 0    | 0     | 0          | 793        |
| Total       | 0                        | 874  | 502   | 1376       | 408                                | 2    | 438   | 848        | 259                      | 651  | 0     | 910        | 0                                 | 0    | 0     | 0          | 3134       |
| Grand Total | 0                        | 1658 | 1020  | 2678       | 747                                | 9    | 868   | 1624       | 543                      | 1432 | 0     | 1975       | 0                                 | 0    | 0     | 0          | 6277       |
| Apprch %    | 0                        | 61.9 | 38.1  |            | 46                                 | 0.6  | 53.4  |            | 27.5                     | 72.5 | 0     |            | 0                                 | 0    | 0     |            |            |
| Total %     | 0                        | 26.4 | 16.2  | 42.7       | 11.9                               | 0.1  | 13.8  | 25.9       | 8.7                      | 22.8 | 0     | 31.5       | 0                                 | 0    | 0     | 0          |            |

|                                                            | N Main Street Southbound |            |            |            | SR-91 Westbound Off Ramp Westbound |          |            |            | N Main Street Northbound |            |       |            | SR-91 Westbound On Ramp Eastbound |      |       |            |            |
|------------------------------------------------------------|--------------------------|------------|------------|------------|------------------------------------|----------|------------|------------|--------------------------|------------|-------|------------|-----------------------------------|------|-------|------------|------------|
| Start Time                                                 | Left                     | Thru       | Right      | App. Total | Left                               | Thru     | Right      | App. Total | Left                     | Thru       | Right | App. Total | Left                              | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                          |            |            |            |                                    |          |            |            |                          |            |       |            |                                   |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 04:15 PM       |                          |            |            |            |                                    |          |            |            |                          |            |       |            |                                   |      |       |            |            |
| 04:15 PM                                                   | 0                        | 188        | <b>144</b> | 332        | 94                                 | <b>2</b> | 102        | 198        | 71                       | <b>216</b> | 0     | <b>287</b> | 0                                 | 0    | 0     | 0          | 817        |
| 04:30 PM                                                   | 0                        | 197        | 122        | 319        | 89                                 | 2        | <b>126</b> | 217        | 65                       | 190        | 0     | 255        | 0                                 | 0    | 0     | 0          | 791        |
| 04:45 PM                                                   | 0                        | 209        | 117        | 326        | 85                                 | 1        | 98         | 184        | 75                       | 192        | 0     | 267        | 0                                 | 0    | 0     | 0          | 777        |
| 05:00 PM                                                   | 0                        | <b>259</b> | 140        | <b>399</b> | <b>102</b>                         | 1        | 115        | <b>218</b> | <b>84</b>                | 158        | 0     | 242        | 0                                 | 0    | 0     | 0          | <b>859</b> |
| Total Volume                                               | 0                        | 853        | 523        | 1376       | 370                                | 6        | 441        | 817        | 295                      | 756        | 0     | 1051       | 0                                 | 0    | 0     | 0          | 3244       |
| % App. Total                                               | 0                        | 62         | 38         |            | 45.3                               | 0.7      | 54         |            | 28.1                     | 71.9       | 0     |            | 0                                 | 0    | 0     |            |            |
| PHF                                                        | .000                     | .823       | .908       | .862       | .907                               | .750     | .875       | .937       | .878                     | .875       | .000  | .916       | .000                              | .000 | .000  | .000       | .944       |



City of Corona  
N/S: N Main Street  
E/W: SR-91 Westbound Ramps  
Weather: Clear

File Name : 14\_COR\_Main\_91W PM  
Site Code : 99926153  
Start Date : 2/26/2026  
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:

|              | 04:30 PM |            |            |            | 05:00 PM   |          |            |            | 04:00 PM  |            |      |            | 04:00 PM |      |      |      |
|--------------|----------|------------|------------|------------|------------|----------|------------|------------|-----------|------------|------|------------|----------|------|------|------|
| +0 mins.     | 0        | 197        | 122        | 319        | 102        | <b>1</b> | 115        | 218        | 73        | 183        | 0    | 256        | 0        | 0    | 0    | 0    |
| +15 mins.    | 0        | 209        | 117        | 326        | 91         | 1        | 109        | 201        | 71        | <b>216</b> | 0    | <b>287</b> | 0        | 0    | 0    | 0    |
| +30 mins.    | 0        | <b>259</b> | 140        | <b>399</b> | 95         | 0        | 84         | 179        | 65        | 190        | 0    | 255        | 0        | 0    | 0    | 0    |
| +45 mins.    | 0        | 218        | <b>151</b> | 369        | <b>120</b> | 0        | <b>130</b> | <b>250</b> | <b>75</b> | 192        | 0    | 267        | 0        | 0    | 0    | 0    |
| Total Volume | 0        | 883        | 530        | 1413       | 408        | 2        | 438        | 848        | 284       | 781        | 0    | 1065       | 0        | 0    | 0    | 0    |
| % App. Total | 0        | 62.5       | 37.5       |            | 48.1       | 0.2      | 51.7       |            | 26.7      | 73.3       | 0    |            | 0        | 0    | 0    |      |
| PHF          | .000     | .852       | .877       | .885       | .850       | .500     | .842       | .848       | .947      | .904       | .000 | .928       | .000     | .000 | .000 | .000 |

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City of Corona  
N/S: N Main Street  
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Weather: Clear

File Name : 14\_COR\_Main\_91W SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 1

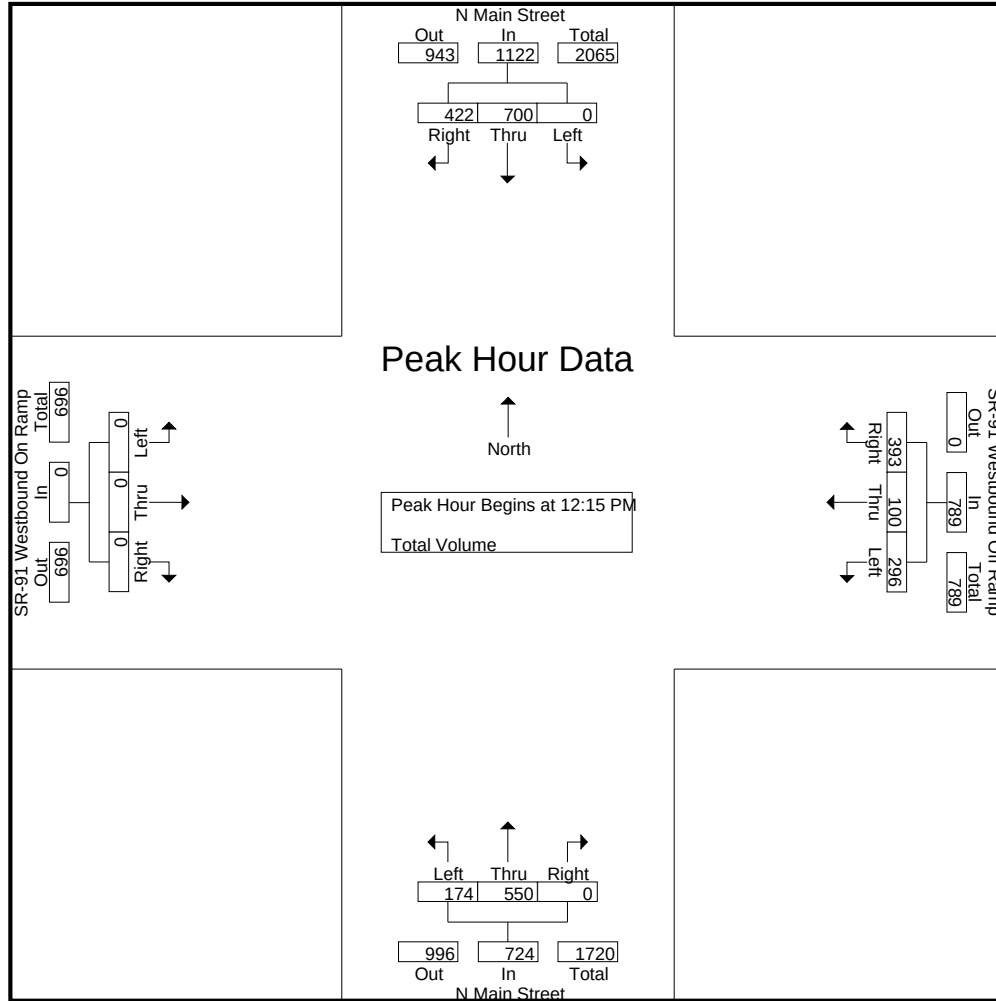
Groups Printed- Total Volume

|             | N Main Street Southbound |      |       |            | SR-91 Westbound Off Ramp Westbound |      |       |            | N Main Street Northbound |      |       |            | SR-91 Westbound On Ramp Eastbound |      |       |            |            |
|-------------|--------------------------|------|-------|------------|------------------------------------|------|-------|------------|--------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------|
| Start Time  | Left                     | Thru | Right | App. Total | Left                               | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                              | Thru | Right | App. Total | Int. Total |
| 12:00 PM    | 0                        | 145  | 93    | 238        | 65                                 | 17   | 87    | 169        | 32                       | 127  | 0     | 159        | 0                                 | 0    | 0     | 0          | 566        |
| 12:15 PM    | 0                        | 175  | 81    | 256        | 77                                 | 18   | 105   | 200        | 41                       | 144  | 0     | 185        | 0                                 | 0    | 0     | 0          | 641        |
| 12:30 PM    | 0                        | 172  | 101   | 273        | 78                                 | 14   | 91    | 183        | 44                       | 146  | 0     | 190        | 0                                 | 0    | 0     | 0          | 646        |
| 12:45 PM    | 0                        | 137  | 127   | 264        | 69                                 | 30   | 93    | 192        | 45                       | 142  | 0     | 187        | 0                                 | 0    | 0     | 0          | 643        |
| Total       | 0                        | 629  | 402   | 1031       | 289                                | 79   | 376   | 744        | 162                      | 559  | 0     | 721        | 0                                 | 0    | 0     | 0          | 2496       |
| 01:00 PM    | 0                        | 216  | 113   | 329        | 72                                 | 38   | 104   | 214        | 44                       | 118  | 0     | 162        | 0                                 | 0    | 0     | 0          | 705        |
| 01:15 PM    | 0                        | 147  | 124   | 271        | 87                                 | 27   | 101   | 215        | 42                       | 99   | 0     | 141        | 0                                 | 0    | 0     | 0          | 627        |
| 01:30 PM    | 0                        | 168  | 109   | 277        | 90                                 | 18   | 98    | 206        | 37                       | 112  | 0     | 149        | 0                                 | 0    | 0     | 0          | 632        |
| 01:45 PM    | 0                        | 173  | 82    | 255        | 101                                | 26   | 97    | 224        | 48                       | 108  | 0     | 156        | 0                                 | 0    | 0     | 0          | 635        |
| Total       | 0                        | 704  | 428   | 1132       | 350                                | 109  | 400   | 859        | 171                      | 437  | 0     | 608        | 0                                 | 0    | 0     | 0          | 2599       |
| Grand Total | 0                        | 1333 | 830   | 2163       | 639                                | 188  | 776   | 1603       | 333                      | 996  | 0     | 1329       | 0                                 | 0    | 0     | 0          | 5095       |
| Apprch %    | 0                        | 61.6 | 38.4  |            | 39.9                               | 11.7 | 48.4  |            | 25.1                     | 74.9 | 0     |            | 0                                 | 0    | 0     |            |            |
| Total %     | 0                        | 26.2 | 16.3  | 42.5       | 12.5                               | 3.7  | 15.2  | 31.5       | 6.5                      | 19.5 | 0     | 26.1       | 0                                 | 0    | 0     | 0          |            |

|                                                            | N Main Street Southbound |            |            |            | SR-91 Westbound Off Ramp Westbound |           |            |            | N Main Street Northbound |            |       |            | SR-91 Westbound On Ramp Eastbound |      |       |            |            |
|------------------------------------------------------------|--------------------------|------------|------------|------------|------------------------------------|-----------|------------|------------|--------------------------|------------|-------|------------|-----------------------------------|------|-------|------------|------------|
| Start Time                                                 | Left                     | Thru       | Right      | App. Total | Left                               | Thru      | Right      | App. Total | Left                     | Thru       | Right | App. Total | Left                              | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1 |                          |            |            |            |                                    |           |            |            |                          |            |       |            |                                   |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 12:15 PM       |                          |            |            |            |                                    |           |            |            |                          |            |       |            |                                   |      |       |            |            |
| 12:15 PM                                                   | 0                        | 175        | 81         | 256        | 77                                 | 18        | <b>105</b> | 200        | 41                       | 144        | 0     | 185        | 0                                 | 0    | 0     | 0          | 641        |
| 12:30 PM                                                   | 0                        | 172        | 101        | 273        | <b>78</b>                          | 14        | 91         | 183        | 44                       | <b>146</b> | 0     | <b>190</b> | 0                                 | 0    | 0     | 0          | 646        |
| 12:45 PM                                                   | 0                        | 137        | <b>127</b> | 264        | 69                                 | 30        | 93         | 192        | <b>45</b>                | 142        | 0     | 187        | 0                                 | 0    | 0     | 0          | 643        |
| 01:00 PM                                                   | 0                        | <b>216</b> | 113        | <b>329</b> | 72                                 | <b>38</b> | 104        | <b>214</b> | 44                       | 118        | 0     | 162        | 0                                 | 0    | 0     | 0          | <b>705</b> |
| Total Volume                                               | 0                        | 700        | 422        | 1122       | 296                                | 100       | 393        | 789        | 174                      | 550        | 0     | 724        | 0                                 | 0    | 0     | 0          | 2635       |
| % App. Total                                               | 0                        | 62.4       | 37.6       |            | 37.5                               | 12.7      | 49.8       |            | 24                       | 76         | 0     |            | 0                                 | 0    | 0     |            |            |
| PHF                                                        | .000                     | .810       | .831       | .853       | .949                               | .658      | .936       | .922       | .967                     | .942       | .000  | .953       | .000                              | .000 | .000  | .000       | .934       |

City of Corona  
N/S: N Main Street  
E/W: SR-91 Westbound Ramps  
Weather: Clear

File Name : 14\_COR\_Main\_91W SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 12:45 PM |      |      |      | 01:00 PM |      |      |      | 12:15 PM |      |      |      | 12:00 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 0        | 137  | 127  | 264  | 72       | 38   | 104  | 214  | 41       | 144  | 0    | 185  | 0        | 0    | 0    | 0    |
| +15 mins.    | 0        | 216  | 113  | 329  | 87       | 27   | 101  | 215  | 44       | 146  | 0    | 190  | 0        | 0    | 0    | 0    |
| +30 mins.    | 0        | 147  | 124  | 271  | 90       | 18   | 98   | 206  | 45       | 142  | 0    | 187  | 0        | 0    | 0    | 0    |
| +45 mins.    | 0        | 168  | 109  | 277  | 101      | 26   | 97   | 224  | 44       | 118  | 0    | 162  | 0        | 0    | 0    | 0    |
| Total Volume | 0        | 668  | 473  | 1141 | 350      | 109  | 400  | 859  | 174      | 550  | 0    | 724  | 0        | 0    | 0    | 0    |
| % App. Total | 0        | 58.5 | 41.5 |      | 40.7     | 12.7 | 46.6 |      | 24       | 76   | 0    |      | 0        | 0    | 0    |      |
| PHF          | .000     | .773 | .931 | .867 | .866     | .717 | .962 | .959 | .967     | .942 | .000 | .953 | .000     | .000 | .000 | .000 |

Location: Corona  
 N/S: N Main Street  
 E/W: SR-91 Westbound Ramps



PEDESTRIANS

Date: 2/26/2026  
 Day: Thursday

|                |         | North Leg<br>N Main Street | East Leg<br>SR-91 Westbound Ramps | South Leg<br>N Main Street | West Leg<br>SR-91 Westbound Ramps |   |
|----------------|---------|----------------------------|-----------------------------------|----------------------------|-----------------------------------|---|
|                |         | Pedestrians                | Pedestrians                       | Pedestrians                | Pedestrians                       |   |
|                | 6:30 AM | 0                          | 0                                 | 0                          | 0                                 | 0 |
|                | 6:45 AM | 0                          | 0                                 | 0                          | 0                                 | 0 |
|                | 7:00 AM | 0                          | 0                                 | 0                          | 0                                 | 0 |
|                | 7:15 AM | 0                          | 0                                 | 0                          | 1                                 | 1 |
|                | 7:30 AM | 0                          | 0                                 | 0                          | 0                                 | 0 |
|                | 7:45 AM | 0                          | 0                                 | 0                          | 2                                 | 2 |
|                | 8:00 AM | 0                          | 0                                 | 0                          | 1                                 | 1 |
|                | 8:15 AM | 0                          | 1                                 | 0                          | 1                                 | 2 |
|                | 8:30 AM | 0                          | 0                                 | 0                          | 0                                 | 0 |
|                | 8:45 AM | 0                          | 0                                 | 0                          | 0                                 | 0 |
| TOTAL VOLUMES: |         | 0                          | 1                                 | 0                          | 5                                 | 6 |

Date: 2/26/2026  
 Day: Thursday

|                |         | North Leg<br>N Main Street | East Leg<br>SR-91 Westbound Ramps | South Leg<br>N Main Street | West Leg<br>SR-91 Westbound Ramps |   |
|----------------|---------|----------------------------|-----------------------------------|----------------------------|-----------------------------------|---|
|                |         | Pedestrians                | Pedestrians                       | Pedestrians                | Pedestrians                       |   |
|                | 4:00 PM | 0                          | 1                                 | 0                          | 0                                 | 1 |
|                | 4:15 PM | 0                          | 1                                 | 0                          | 0                                 | 1 |
|                | 4:30 PM | 0                          | 0                                 | 0                          | 0                                 | 0 |
|                | 4:45 PM | 0                          | 0                                 | 0                          | 1                                 | 1 |
|                | 5:00 PM | 0                          | 1                                 | 0                          | 0                                 | 1 |
|                | 5:15 PM | 0                          | 0                                 | 0                          | 1                                 | 1 |
|                | 5:30 PM | 0                          | 0                                 | 0                          | 0                                 | 0 |
|                | 5:45 PM | 0                          | 0                                 | 0                          | 1                                 | 1 |
| TOTAL VOLUMES: |         | 0                          | 3                                 | 0                          | 3                                 | 6 |

Date: 2/28/2026  
 Day: Saturday

|                |          | North Leg<br>N Main Street | East Leg<br>SR-91 Westbound Ramps | South Leg<br>N Main Street | West Leg<br>SR-91 Westbound Ramps |   |
|----------------|----------|----------------------------|-----------------------------------|----------------------------|-----------------------------------|---|
|                |          | Pedestrians                | Pedestrians                       | Pedestrians                | Pedestrians                       |   |
|                | 12:00 PM | 0                          | 0                                 | 0                          | 0                                 | 0 |
|                | 12:15 PM | 0                          | 0                                 | 0                          | 1                                 | 1 |
|                | 12:30 PM | 0                          | 0                                 | 0                          | 0                                 | 0 |
|                | 12:45 PM | 0                          | 1                                 | 0                          | 2                                 | 3 |
|                | 1:00 PM  | 0                          | 0                                 | 0                          | 1                                 | 1 |
|                | 1:15 PM  | 0                          | 0                                 | 0                          | 2                                 | 2 |
|                | 1:30 PM  | 0                          | 1                                 | 0                          | 0                                 | 1 |
|                | 1:45 PM  | 0                          | 0                                 | 0                          | 1                                 | 1 |
| TOTAL VOLUMES: |          | 0                          | 2                                 | 0                          | 7                                 | 9 |

Location: Corona  
N/S: N Main Street  
E/W: SR-91 Westbound Ramps



BICYCLES

Date: 2/26/2026  
Day: Thursday

|                | Southbound<br>N Main Street |      |       | Westbound<br>SR-91 Westbound Ramps |      |       | Northbound<br>N Main Street |      |       | Eastbound<br>SR-91 Westbound Ramps |      |       |   |
|----------------|-----------------------------|------|-------|------------------------------------|------|-------|-----------------------------|------|-------|------------------------------------|------|-------|---|
|                | Left                        | Thru | Right | Left                               | Thru | Right | Left                        | Thru | Right | Left                               | Thru | Right |   |
| 6:30 AM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 6:45 AM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 1    | 0     | 0                                  | 0    | 0     | 1 |
| 7:00 AM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 7:15 AM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 7:30 AM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 7:45 AM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 8:00 AM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 8:15 AM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 8:30 AM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 8:45 AM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| TOTAL VOLUMES: | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 1    | 0     | 0                                  | 0    | 0     | 1 |

Date: 2/26/2026  
Day: Thursday

|                | Southbound<br>N Main Street |      |       | Westbound<br>SR-91 Westbound Ramps |      |       | Northbound<br>N Main Street |      |       | Eastbound<br>SR-91 Westbound Ramps |      |       |   |
|----------------|-----------------------------|------|-------|------------------------------------|------|-------|-----------------------------|------|-------|------------------------------------|------|-------|---|
|                | Left                        | Thru | Right | Left                               | Thru | Right | Left                        | Thru | Right | Left                               | Thru | Right |   |
| 4:00 PM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 4:15 PM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 4:30 PM        | 0                           | 2    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 2 |
| 4:45 PM        | 0                           | 1    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 1 |
| 5:00 PM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 5:15 PM        | 0                           | 1    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 1 |
| 5:30 PM        | 0                           | 1    | 0     | 0                                  | 0    | 0     | 0                           | 2    | 0     | 0                                  | 0    | 0     | 3 |
| 5:45 PM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| TOTAL VOLUMES: | 0                           | 5    | 0     | 0                                  | 0    | 0     | 0                           | 2    | 0     | 0                                  | 0    | 0     | 7 |

Date: 2/28/2026  
Day: Saturday

|                | Southbound<br>N Main Street |      |       | Westbound<br>SR-91 Westbound Ramps |      |       | Northbound<br>N Main Street |      |       | Eastbound<br>SR-91 Westbound Ramps |      |       |   |
|----------------|-----------------------------|------|-------|------------------------------------|------|-------|-----------------------------|------|-------|------------------------------------|------|-------|---|
|                | Left                        | Thru | Right | Left                               | Thru | Right | Left                        | Thru | Right | Left                               | Thru | Right |   |
| 12:00 PM       | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 12:15 PM       | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 12:30 PM       | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 12:45 PM       | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 1:00 PM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 1:15 PM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 1:30 PM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 1:45 PM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| TOTAL VOLUMES: | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |

City of Corona  
N/S: S Main Street  
E/W: SR-91 Eastbound Ramps  
Weather: Clear

File Name : 15\_COR\_Main\_91E AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

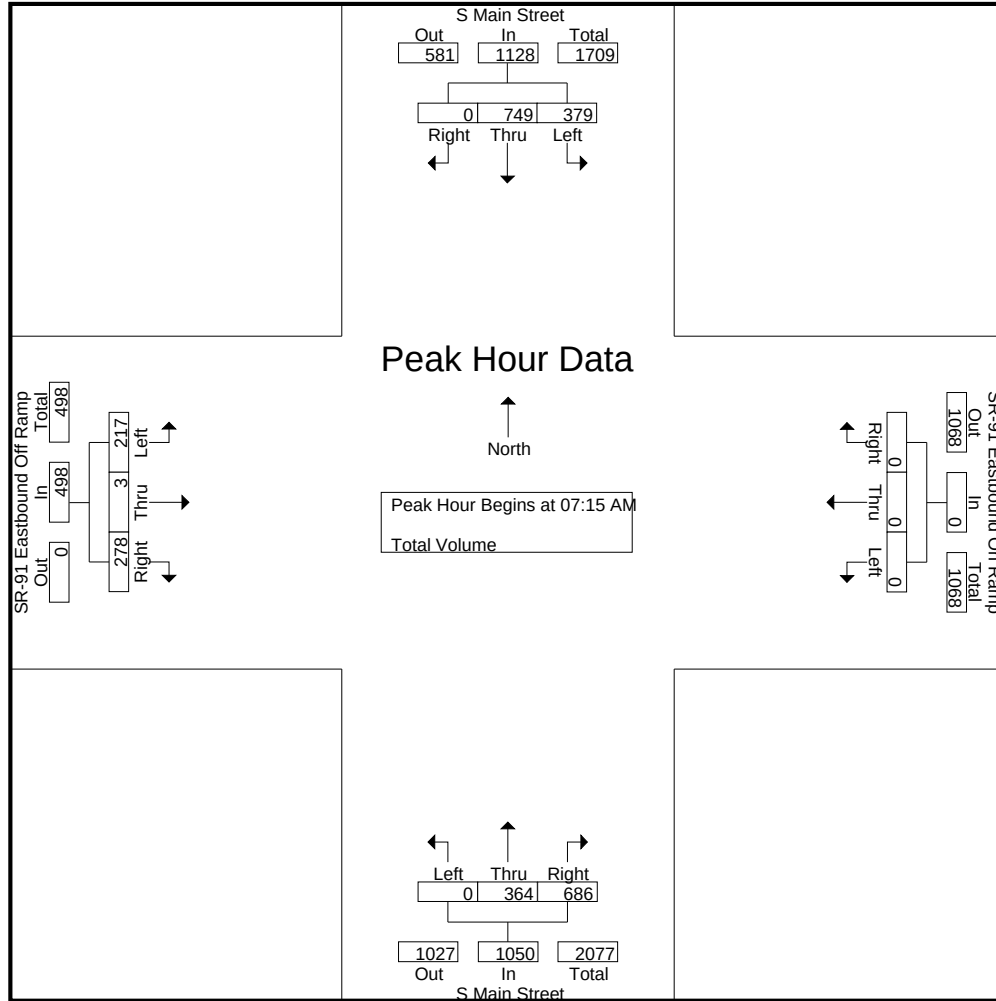
Groups Printed- Total Volume

|             | S Main Street Southbound |      |       |            | SR-91 Eastbound On Ramp Westbound |      |       |            | S Main Street Northbound |      |       |            | SR-91 Eastbound Off Ramp Eastbound |      |       |            | Int. Total |
|-------------|--------------------------|------|-------|------------|-----------------------------------|------|-------|------------|--------------------------|------|-------|------------|------------------------------------|------|-------|------------|------------|
| Start Time  | Left                     | Thru | Right | App. Total | Left                              | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                               | Thru | Right | App. Total |            |
| 06:30 AM    | 76                       | 146  | 0     | 222        | 0                                 | 0    | 0     | 0          | 0                        | 44   | 117   | 161        | 35                                 | 1    | 37    | 73         | 456        |
| 06:45 AM    | 81                       | 156  | 0     | 237        | 0                                 | 0    | 0     | 0          | 0                        | 68   | 120   | 188        | 40                                 | 1    | 49    | 90         | 515        |
| Total       | 157                      | 302  | 0     | 459        | 0                                 | 0    | 0     | 0          | 0                        | 112  | 237   | 349        | 75                                 | 2    | 86    | 163        | 971        |
| 07:00 AM    | 87                       | 166  | 0     | 253        | 0                                 | 0    | 0     | 0          | 0                        | 75   | 144   | 219        | 41                                 | 2    | 41    | 84         | 556        |
| 07:15 AM    | 86                       | 168  | 0     | 254        | 0                                 | 0    | 0     | 0          | 0                        | 84   | 184   | 268        | 46                                 | 0    | 53    | 99         | 621        |
| 07:30 AM    | 114                      | 189  | 0     | 303        | 0                                 | 0    | 0     | 0          | 0                        | 75   | 199   | 274        | 40                                 | 1    | 53    | 94         | 671        |
| 07:45 AM    | 84                       | 212  | 0     | 296        | 0                                 | 0    | 0     | 0          | 0                        | 94   | 169   | 263        | 67                                 | 0    | 94    | 161        | 720        |
| Total       | 371                      | 735  | 0     | 1106       | 0                                 | 0    | 0     | 0          | 0                        | 328  | 696   | 1024       | 194                                | 3    | 241   | 438        | 2568       |
| 08:00 AM    | 95                       | 180  | 0     | 275        | 0                                 | 0    | 0     | 0          | 0                        | 111  | 134   | 245        | 64                                 | 2    | 78    | 144        | 664        |
| 08:15 AM    | 94                       | 167  | 0     | 261        | 0                                 | 0    | 0     | 0          | 0                        | 83   | 153   | 236        | 43                                 | 0    | 63    | 106        | 603        |
| 08:30 AM    | 83                       | 155  | 0     | 238        | 0                                 | 0    | 0     | 0          | 0                        | 92   | 174   | 266        | 55                                 | 1    | 50    | 106        | 610        |
| 08:45 AM    | 82                       | 204  | 0     | 286        | 0                                 | 0    | 0     | 0          | 0                        | 119  | 156   | 275        | 57                                 | 1    | 59    | 117        | 678        |
| Total       | 354                      | 706  | 0     | 1060       | 0                                 | 0    | 0     | 0          | 0                        | 405  | 617   | 1022       | 219                                | 4    | 250   | 473        | 2555       |
| Grand Total | 882                      | 1743 | 0     | 2625       | 0                                 | 0    | 0     | 0          | 0                        | 845  | 1550  | 2395       | 488                                | 9    | 577   | 1074       | 6094       |
| Apprch %    | 33.6                     | 66.4 | 0     |            | 0                                 | 0    | 0     |            | 0                        | 35.3 | 64.7  |            | 45.4                               | 0.8  | 53.7  |            |            |
| Total %     | 14.5                     | 28.6 | 0     | 43.1       | 0                                 | 0    | 0     | 0          | 0                        | 13.9 | 25.4  | 39.3       | 8                                  | 0.1  | 9.5   | 17.6       |            |

|                                                            | S Main Street<br>Southbound |            |       |            | SR-91 Eastbound On Ramp<br>Westbound |      |       |            | S Main Street<br>Northbound |            |            |            | SR-91 Eastbound Off Ramp<br>Eastbound |          |           |            |            |
|------------------------------------------------------------|-----------------------------|------------|-------|------------|--------------------------------------|------|-------|------------|-----------------------------|------------|------------|------------|---------------------------------------|----------|-----------|------------|------------|
| Start Time                                                 | Left                        | Thru       | Right | App. Total | Left                                 | Thru | Right | App. Total | Left                        | Thru       | Right      | App. Total | Left                                  | Thru     | Right     | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1 |                             |            |       |            |                                      |      |       |            |                             |            |            |            |                                       |          |           |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                             |            |       |            |                                      |      |       |            |                             |            |            |            |                                       |          |           |            |            |
| 07:15 AM                                                   | 86                          | 168        | 0     | 254        | 0                                    | 0    | 0     | 0          | 0                           | 84         | 184        | 268        | 46                                    | 0        | 53        | 99         | 621        |
| 07:30 AM                                                   | <b>114</b>                  | 189        | 0     | <b>303</b> | 0                                    | 0    | 0     | 0          | 0                           | 75         | <b>199</b> | <b>274</b> | 40                                    | 1        | 53        | 94         | 671        |
| 07:45 AM                                                   | 84                          | <b>212</b> | 0     | 296        | 0                                    | 0    | 0     | 0          | 0                           | 94         | 169        | 263        | <b>67</b>                             | 0        | <b>94</b> | <b>161</b> | <b>720</b> |
| 08:00 AM                                                   | 95                          | 180        | 0     | 275        | 0                                    | 0    | 0     | 0          | 0                           | <b>111</b> | 134        | 245        | 64                                    | <b>2</b> | 78        | 144        | 664        |
| Total Volume                                               | 379                         | 749        | 0     | 1128       | 0                                    | 0    | 0     | 0          | 0                           | 364        | 686        | 1050       | 217                                   | 3        | 278       | 498        | 2676       |
| % App. Total                                               | 33.6                        | 66.4       | 0     |            | 0                                    | 0    | 0     |            | 0                           | 34.7       | 65.3       |            | 43.6                                  | 0.6      | 55.8      |            |            |
| PHF                                                        | .831                        | .883       | .000  | .931       | .000                                 | .000 | .000  | .000       | .000                        | .820       | .862       | .958       | .810                                  | .375     | .739      | .773       | .929       |

City of Corona  
N/S: S Main Street  
E/W: SR-91 Eastbound Ramps  
Weather: Clear

File Name : 15\_COR\_Main\_91E AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 07:30 AM |      |      |      | 06:30 AM |      |      |      | 07:15 AM |      |      |      | 07:45 AM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 114      | 189  | 0    | 303  | 0        | 0    | 0    | 0    | 0        | 84   | 184  | 268  | 67       | 0    | 94   | 161  |
| +15 mins.    | 84       | 212  | 0    | 296  | 0        | 0    | 0    | 0    | 0        | 75   | 199  | 274  | 64       | 2    | 78   | 144  |
| +30 mins.    | 95       | 180  | 0    | 275  | 0        | 0    | 0    | 0    | 0        | 94   | 169  | 263  | 43       | 0    | 63   | 106  |
| +45 mins.    | 94       | 167  | 0    | 261  | 0        | 0    | 0    | 0    | 0        | 111  | 134  | 245  | 55       | 1    | 50   | 106  |
| Total Volume | 387      | 748  | 0    | 1135 | 0        | 0    | 0    | 0    | 0        | 364  | 686  | 1050 | 229      | 3    | 285  | 517  |
| % App. Total | 34.1     | 65.9 | 0    |      | 0        | 0    | 0    | 0    | 0        | 34.7 | 65.3 |      | 44.3     | 0.6  | 55.1 |      |
| PHF          | .849     | .882 | .000 | .936 | .000     | .000 | .000 | .000 | .000     | .820 | .862 | .958 | .854     | .375 | .758 | .803 |

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

City of Corona  
N/S: S Main Street  
E/W: SR-91 Eastbound Ramps  
Weather: Clear

File Name : 15\_COR\_Main\_91E PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

Groups Printed- Total Volume

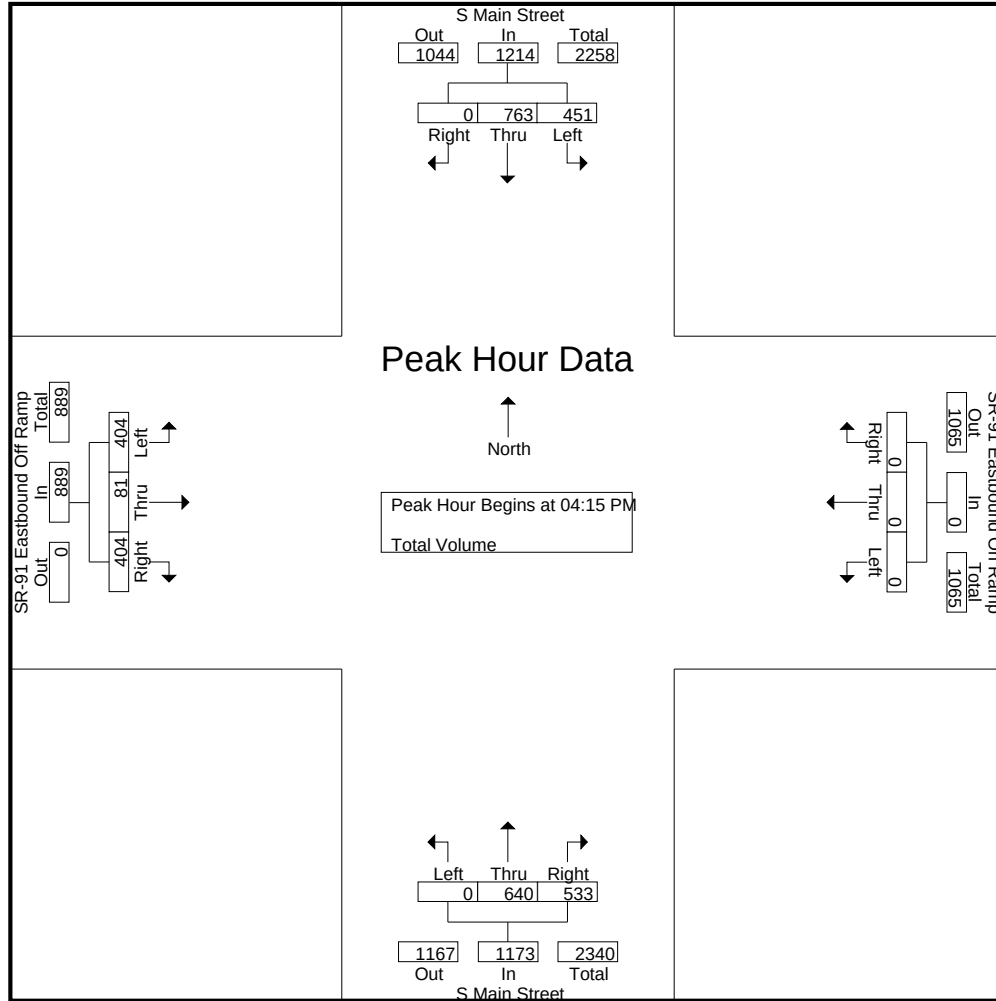
|             | S Main Street Southbound |      |       |            | SR-91 Eastbound On Ramp Westbound |      |       |            | S Main Street Northbound |      |       |            | SR-91 Eastbound Off Ramp Eastbound |      |       |            |            |
|-------------|--------------------------|------|-------|------------|-----------------------------------|------|-------|------------|--------------------------|------|-------|------------|------------------------------------|------|-------|------------|------------|
| Start Time  | Left                     | Thru | Right | App. Total | Left                              | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                               | Thru | Right | App. Total | Int. Total |
| 04:00 PM    | 101                      | 176  | 0     | 277        | 0                                 | 0    | 0     | 0          | 0                        | 141  | 105   | 246        | 93                                 | 15   | 147   | 255        | 778        |
| 04:15 PM    | 85                       | 186  | 0     | 271        | 0                                 | 0    | 0     | 0          | 0                        | 173  | 98    | 271        | 119                                | 9    | 135   | 263        | 805        |
| 04:30 PM    | 96                       | 203  | 0     | 299        | 0                                 | 0    | 0     | 0          | 0                        | 134  | 108   | 242        | 116                                | 19   | 119   | 254        | 795        |
| 04:45 PM    | 104                      | 183  | 0     | 287        | 0                                 | 0    | 0     | 0          | 0                        | 173  | 144   | 317        | 89                                 | 31   | 79    | 199        | 803        |
| Total       | 386                      | 748  | 0     | 1134       | 0                                 | 0    | 0     | 0          | 0                        | 621  | 455   | 1076       | 417                                | 74   | 480   | 971        | 3181       |
| 05:00 PM    | 166                      | 191  | 0     | 357        | 0                                 | 0    | 0     | 0          | 0                        | 160  | 183   | 343        | 80                                 | 22   | 71    | 173        | 873        |
| 05:15 PM    | 121                      | 197  | 0     | 318        | 0                                 | 0    | 0     | 0          | 0                        | 146  | 136   | 282        | 64                                 | 16   | 82    | 162        | 762        |
| 05:30 PM    | 97                       | 181  | 0     | 278        | 0                                 | 0    | 0     | 0          | 0                        | 155  | 105   | 260        | 87                                 | 11   | 99    | 197        | 735        |
| 05:45 PM    | 101                      | 229  | 0     | 330        | 0                                 | 0    | 0     | 0          | 0                        | 161  | 94    | 255        | 67                                 | 10   | 95    | 172        | 757        |
| Total       | 485                      | 798  | 0     | 1283       | 0                                 | 0    | 0     | 0          | 0                        | 622  | 518   | 1140       | 298                                | 59   | 347   | 704        | 3127       |
| Grand Total | 871                      | 1546 | 0     | 2417       | 0                                 | 0    | 0     | 0          | 0                        | 1243 | 973   | 2216       | 715                                | 133  | 827   | 1675       | 6308       |
| Apprch %    | 36                       | 64   | 0     |            | 0                                 | 0    | 0     |            | 0                        | 56.1 | 43.9  |            | 42.7                               | 7.9  | 49.4  |            |            |
| Total %     | 13.8                     | 24.5 | 0     | 38.3       | 0                                 | 0    | 0     | 0          | 0                        | 19.7 | 15.4  | 35.1       | 11.3                               | 2.1  | 13.1  | 26.6       |            |

|                                                            | S Main Street Southbound |      |       |            | SR-91 Eastbound On Ramp Westbound |      |       |            | S Main Street Northbound |      |       |            | SR-91 Eastbound Off Ramp Eastbound |      |       |            |            |
|------------------------------------------------------------|--------------------------|------|-------|------------|-----------------------------------|------|-------|------------|--------------------------|------|-------|------------|------------------------------------|------|-------|------------|------------|
| Start Time                                                 | Left                     | Thru | Right | App. Total | Left                              | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                               | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                          |      |       |            |                                   |      |       |            |                          |      |       |            |                                    |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 04:15 PM       |                          |      |       |            |                                   |      |       |            |                          |      |       |            |                                    |      |       |            |            |
| 04:15 PM                                                   | 85                       | 186  | 0     | 271        | 0                                 | 0    | 0     | 0          | 0                        | 173  | 98    | 271        | 119                                | 9    | 135   | 263        | 805        |
| 04:30 PM                                                   | 96                       | 203  | 0     | 299        | 0                                 | 0    | 0     | 0          | 0                        | 134  | 108   | 242        | 116                                | 19   | 119   | 254        | 795        |
| 04:45 PM                                                   | 104                      | 183  | 0     | 287        | 0                                 | 0    | 0     | 0          | 0                        | 173  | 144   | 317        | 89                                 | 31   | 79    | 199        | 803        |
| 05:00 PM                                                   | 166                      | 191  | 0     | 357        | 0                                 | 0    | 0     | 0          | 0                        | 160  | 183   | 343        | 80                                 | 22   | 71    | 173        | 873        |
| Total Volume                                               | 451                      | 763  | 0     | 1214       | 0                                 | 0    | 0     | 0          | 0                        | 640  | 533   | 1173       | 404                                | 81   | 404   | 889        | 3276       |
| % App. Total                                               | 37.1                     | 62.9 | 0     |            | 0                                 | 0    | 0     |            | 0                        | 54.6 | 45.4  |            | 45.4                               | 9.1  | 45.4  |            |            |
| PHF                                                        | .679                     | .940 | .000  | .850       | .000                              | .000 | .000  | .000       | .000                     | .925 | .728  | .855       | .849                               | .653 | .748  | .845       | .938       |



City of Corona  
N/S: S Main Street  
E/W: SR-91 Eastbound Ramps  
Weather: Clear

File Name : 15\_COR\_Main\_91E PM  
Site Code : 99926153  
Start Date : 2/26/2026  
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 |            |            |            | 04:00 PM   |           |            |            |
|--------------|------------|------------|------|------------|----------|------|------|------|----------|------------|------------|------------|------------|-----------|------------|------------|
| +0 mins.     | <b>166</b> | 191        | 0    | <b>357</b> | 0        | 0    | 0    | 0    | 0        | <b>173</b> | 144        | 317        | 93         | 15        | <b>147</b> | 255        |
| +15 mins.    | 121        | 197        | 0    | 318        | 0        | 0    | 0    | 0    | 0        | 160        | <b>183</b> | <b>343</b> | <b>119</b> | 9         | 135        | <b>263</b> |
| +30 mins.    | 97         | 181        | 0    | 278        | 0        | 0    | 0    | 0    | 0        | 146        | 136        | 282        | 116        | 19        | 119        | 254        |
| +45 mins.    | 101        | <b>229</b> | 0    | 330        | 0        | 0    | 0    | 0    | 0        | 155        | 105        | 260        | 89         | <b>31</b> | 79         | 199        |
| Total Volume | 485        | 798        | 0    | 1283       | 0        | 0    | 0    | 0    | 0        | 634        | 568        | 1202       | 417        | 74        | 480        | 971        |
| % App. Total | 37.8       | 62.2       | 0    |            | 0        | 0    | 0    | 0    | 0        | 52.7       | 47.3       |            | 42.9       | 7.6       | 49.4       |            |
| PHF          | .730       | .871       | .000 | .898       | .000     | .000 | .000 | .000 | .000     | .916       | .776       | .876       | .876       | .597      | .816       | .923       |

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

City of Corona  
N/S: S Main Street  
E/W: SR-91 Eastbound Ramps  
Weather: Clear

File Name : 15\_COR\_Main\_91E SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 1

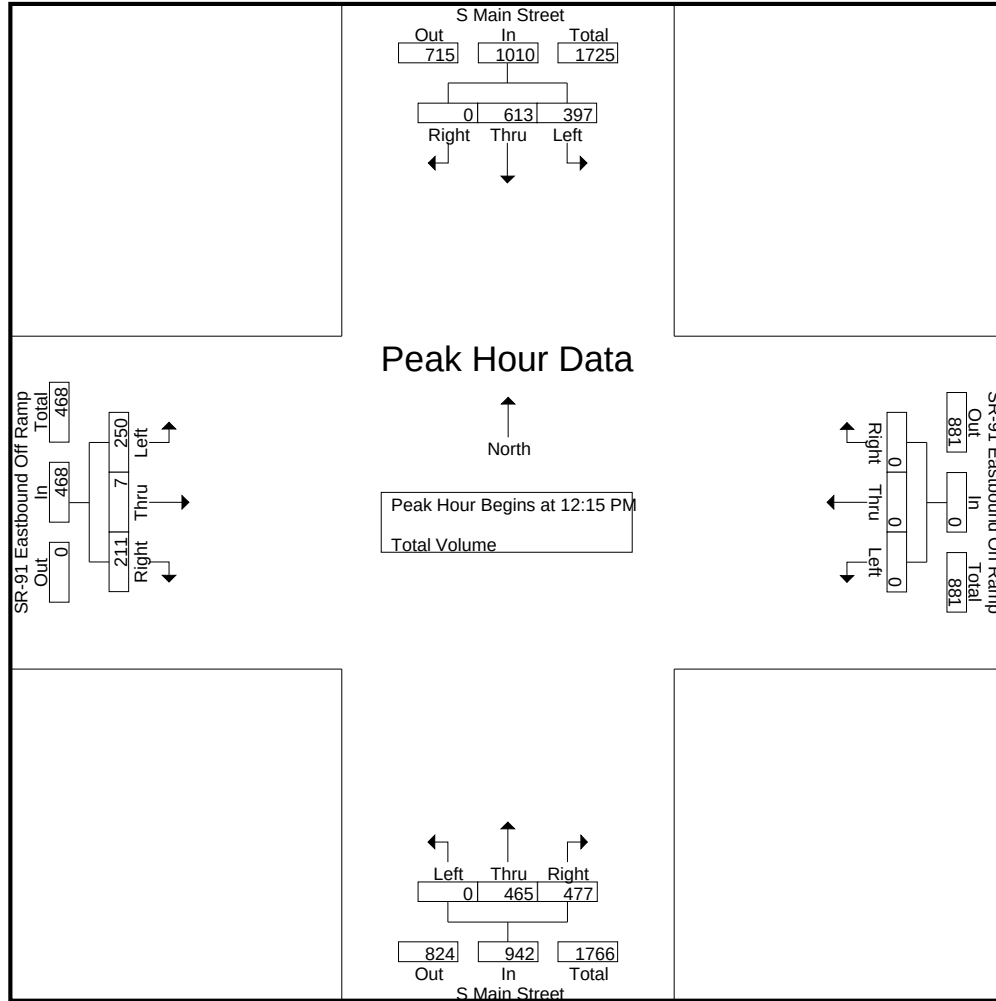
Groups Printed- Total Volume

|             | S Main Street Southbound |      |       |            | SR-91 Eastbound On Ramp Westbound |      |       |            | S Main Street Northbound |      |       |            | SR-91 Eastbound Off Ramp Eastbound |      |       |            |            |
|-------------|--------------------------|------|-------|------------|-----------------------------------|------|-------|------------|--------------------------|------|-------|------------|------------------------------------|------|-------|------------|------------|
| Start Time  | Left                     | Thru | Right | App. Total | Left                              | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                               | Thru | Right | App. Total | Int. Total |
| 12:00 PM    | 79                       | 137  | 0     | 216        | 0                                 | 0    | 0     | 0          | 0                        | 108  | 116   | 224        | 51                                 | 0    | 62    | 113        | 553        |
| 12:15 PM    | 106                      | 147  | 0     | 253        | 0                                 | 0    | 0     | 0          | 0                        | 113  | 118   | 231        | 68                                 | 2    | 55    | 125        | 609        |
| 12:30 PM    | 106                      | 145  | 0     | 251        | 0                                 | 0    | 0     | 0          | 0                        | 132  | 129   | 261        | 57                                 | 2    | 59    | 118        | 630        |
| 12:45 PM    | 74                       | 137  | 0     | 211        | 0                                 | 0    | 0     | 0          | 0                        | 122  | 126   | 248        | 66                                 | 2    | 49    | 117        | 576        |
| Total       | 365                      | 566  | 0     | 931        | 0                                 | 0    | 0     | 0          | 0                        | 475  | 489   | 964        | 242                                | 6    | 225   | 473        | 2368       |
| 01:00 PM    | 111                      | 184  | 0     | 295        | 0                                 | 0    | 0     | 0          | 0                        | 98   | 104   | 202        | 59                                 | 1    | 48    | 108        | 605        |
| 01:15 PM    | 82                       | 160  | 0     | 242        | 0                                 | 0    | 0     | 0          | 0                        | 86   | 105   | 191        | 53                                 | 1    | 64    | 118        | 551        |
| 01:30 PM    | 104                      | 157  | 0     | 261        | 0                                 | 0    | 0     | 0          | 0                        | 92   | 123   | 215        | 57                                 | 1    | 69    | 127        | 603        |
| 01:45 PM    | 93                       | 177  | 0     | 270        | 0                                 | 0    | 0     | 0          | 0                        | 111  | 105   | 216        | 45                                 | 3    | 52    | 100        | 586        |
| Total       | 390                      | 678  | 0     | 1068       | 0                                 | 0    | 0     | 0          | 0                        | 387  | 437   | 824        | 214                                | 6    | 233   | 453        | 2345       |
| Grand Total | 755                      | 1244 | 0     | 1999       | 0                                 | 0    | 0     | 0          | 0                        | 862  | 926   | 1788       | 456                                | 12   | 458   | 926        | 4713       |
| Apprch %    | 37.8                     | 62.2 | 0     |            | 0                                 | 0    | 0     |            | 0                        | 48.2 | 51.8  |            | 49.2                               | 1.3  | 49.5  |            |            |
| Total %     | 16                       | 26.4 | 0     | 42.4       | 0                                 | 0    | 0     | 0          | 0                        | 18.3 | 19.6  | 37.9       | 9.7                                | 0.3  | 9.7   | 19.6       |            |

|                                                            | S Main Street Southbound |            |       |            | SR-91 Eastbound On Ramp Westbound |      |       |            | S Main Street Northbound |            |            |            | SR-91 Eastbound Off Ramp Eastbound |          |           |            |            |
|------------------------------------------------------------|--------------------------|------------|-------|------------|-----------------------------------|------|-------|------------|--------------------------|------------|------------|------------|------------------------------------|----------|-----------|------------|------------|
| Start Time                                                 | Left                     | Thru       | Right | App. Total | Left                              | Thru | Right | App. Total | Left                     | Thru       | Right      | App. Total | Left                               | Thru     | Right     | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1 |                          |            |       |            |                                   |      |       |            |                          |            |            |            |                                    |          |           |            |            |
| Peak Hour for Entire Intersection Begins at 12:15 PM       |                          |            |       |            |                                   |      |       |            |                          |            |            |            |                                    |          |           |            |            |
| 12:15 PM                                                   | 106                      | 147        | 0     | 253        | 0                                 | 0    | 0     | 0          | 0                        | 113        | 118        | 231        | <b>68</b>                          | <b>2</b> | 55        | <b>125</b> | 609        |
| 12:30 PM                                                   | 106                      | 145        | 0     | 251        | 0                                 | 0    | 0     | 0          | 0                        | <b>132</b> | <b>129</b> | <b>261</b> | 57                                 | 2        | <b>59</b> | 118        | <b>630</b> |
| 12:45 PM                                                   | 74                       | 137        | 0     | 211        | 0                                 | 0    | 0     | 0          | 0                        | 122        | 126        | 248        | 66                                 | 2        | 49        | 117        | 576        |
| 01:00 PM                                                   | <b>111</b>               | <b>184</b> | 0     | <b>295</b> | 0                                 | 0    | 0     | 0          | 0                        | 98         | 104        | 202        | 59                                 | 1        | 48        | 108        | 605        |
| Total Volume                                               | 397                      | 613        | 0     | 1010       | 0                                 | 0    | 0     | 0          | 0                        | 465        | 477        | 942        | 250                                | 7        | 211       | 468        | 2420       |
| % App. Total                                               | 39.3                     | 60.7       | 0     |            | 0                                 | 0    | 0     |            | 0                        | 49.4       | 50.6       |            | 53.4                               | 1.5      | 45.1      |            |            |
| PHF                                                        | .894                     | .833       | .000  | .856       | .000                              | .000 | .000  | .000       | .000                     | .881       | .924       | .902       | .919                               | .875     | .894      | .936       | .960       |

City of Corona  
N/S: S Main Street  
E/W: SR-91 Eastbound Ramps  
Weather: Clear

File Name : 15\_COR\_Main\_91E SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 01:00 PM |      |      |      | 12:00 PM |      |      |      | 12:00 PM |      |      |      | 12:00 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 111      | 184  | 0    | 295  | 0        | 0    | 0    | 0    | 0        | 108  | 116  | 224  | 51       | 0    | 62   | 113  |
| +15 mins.    | 82       | 160  | 0    | 242  | 0        | 0    | 0    | 0    | 0        | 113  | 118  | 231  | 68       | 2    | 55   | 125  |
| +30 mins.    | 104      | 157  | 0    | 261  | 0        | 0    | 0    | 0    | 0        | 132  | 129  | 261  | 57       | 2    | 59   | 118  |
| +45 mins.    | 93       | 177  | 0    | 270  | 0        | 0    | 0    | 0    | 0        | 122  | 126  | 248  | 66       | 2    | 49   | 117  |
| Total Volume | 390      | 678  | 0    | 1068 | 0        | 0    | 0    | 0    | 0        | 475  | 489  | 964  | 242      | 6    | 225  | 473  |
| % App. Total | 36.5     | 63.5 | 0    |      | 0        | 0    | 0    | 0    | 0        | 49.3 | 50.7 |      | 51.2     | 1.3  | 47.6 |      |
| PHF          | .878     | .921 | .000 | .905 | .000     | .000 | .000 | .000 | .000     | .900 | .948 | .923 | .890     | .750 | .907 | .946 |

Location: Corona  
N/S: S Main Street  
E/W: SR-91 Eastbound Ramps



PEDESTRIANS

Date: 2/26/2026  
Day: Thursday

|                |  | North Leg<br>S Main Street | East Leg<br>SR-91 Eastbound Ramps | South Leg<br>S Main Street | West Leg<br>SR-91 Eastbound Ramps |   |
|----------------|--|----------------------------|-----------------------------------|----------------------------|-----------------------------------|---|
|                |  | Pedestrians                | Pedestrians                       | Pedestrians                | Pedestrians                       |   |
| 6:30 AM        |  | 0                          | 0                                 | 0                          | 0                                 | 0 |
| 6:45 AM        |  | 0                          | 0                                 | 0                          | 0                                 | 0 |
| 7:00 AM        |  | 0                          | 0                                 | 0                          | 0                                 | 0 |
| 7:15 AM        |  | 0                          | 0                                 | 0                          | 0                                 | 0 |
| 7:30 AM        |  | 0                          | 0                                 | 0                          | 0                                 | 0 |
| 7:45 AM        |  | 0                          | 0                                 | 0                          | 0                                 | 0 |
| 8:00 AM        |  | 0                          | 0                                 | 0                          | 0                                 | 0 |
| 8:15 AM        |  | 0                          | 0                                 | 0                          | 0                                 | 0 |
| 8:30 AM        |  | 0                          | 0                                 | 0                          | 0                                 | 0 |
| 8:45 AM        |  | 0                          | 0                                 | 0                          | 0                                 | 0 |
| TOTAL VOLUMES: |  | 0                          | 0                                 | 0                          | 0                                 | 0 |

Date: 2/26/2026  
Day: Thursday

|                |  | North Leg<br>S Main Street | East Leg<br>SR-91 Eastbound Ramps | South Leg<br>S Main Street | West Leg<br>SR-91 Eastbound Ramps |   |
|----------------|--|----------------------------|-----------------------------------|----------------------------|-----------------------------------|---|
|                |  | Pedestrians                | Pedestrians                       | Pedestrians                | Pedestrians                       |   |
| 4:00 PM        |  | 0                          | 0                                 | 0                          | 0                                 | 0 |
| 4:15 PM        |  | 0                          | 0                                 | 0                          | 0                                 | 0 |
| 4:30 PM        |  | 0                          | 0                                 | 0                          | 0                                 | 0 |
| 4:45 PM        |  | 0                          | 0                                 | 0                          | 0                                 | 0 |
| 5:00 PM        |  | 0                          | 1                                 | 0                          | 0                                 | 1 |
| 5:15 PM        |  | 0                          | 0                                 | 0                          | 0                                 | 0 |
| 5:30 PM        |  | 0                          | 0                                 | 0                          | 0                                 | 0 |
| 5:45 PM        |  | 0                          | 0                                 | 0                          | 0                                 | 0 |
| TOTAL VOLUMES: |  | 0                          | 1                                 | 0                          | 0                                 | 1 |

Date: 2/28/2026  
Day: Saturday

|                |  | North Leg<br>S Main Street | East Leg<br>SR-91 Eastbound Ramps | South Leg<br>S Main Street | West Leg<br>SR-91 Eastbound Ramps |   |
|----------------|--|----------------------------|-----------------------------------|----------------------------|-----------------------------------|---|
|                |  | Pedestrians                | Pedestrians                       | Pedestrians                | Pedestrians                       |   |
| 12:00 PM       |  | 0                          | 0                                 | 0                          | 0                                 | 0 |
| 12:15 PM       |  | 0                          | 0                                 | 0                          | 0                                 | 0 |
| 12:30 PM       |  | 0                          | 0                                 | 0                          | 0                                 | 0 |
| 12:45 PM       |  | 0                          | 0                                 | 0                          | 0                                 | 0 |
| 1:00 PM        |  | 0                          | 0                                 | 0                          | 0                                 | 0 |
| 1:15 PM        |  | 0                          | 0                                 | 0                          | 0                                 | 0 |
| 1:30 PM        |  | 0                          | 0                                 | 0                          | 0                                 | 0 |
| 1:45 PM        |  | 0                          | 0                                 | 0                          | 0                                 | 0 |
| TOTAL VOLUMES: |  | 0                          | 0                                 | 0                          | 0                                 | 0 |

Location: Corona  
N/S: S Main Street  
E/W: SR-91 Eastbound Ramps



BICYCLES

Date: 2/26/2026  
Day: Thursday

|                | Southbound<br>S Main Street |      |       | Westbound<br>SR-91 Eastbound Ramps |      |       | Northbound<br>S Main Street |      |       | Eastbound<br>SR-91 Eastbound Ramps |      |       |   |
|----------------|-----------------------------|------|-------|------------------------------------|------|-------|-----------------------------|------|-------|------------------------------------|------|-------|---|
|                | Left                        | Thru | Right | Left                               | Thru | Right | Left                        | Thru | Right | Left                               | Thru | Right |   |
| 6:30 AM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 6:45 AM        | 0                           | 1    | 0     | 0                                  | 0    | 0     | 0                           | 1    | 0     | 0                                  | 0    | 0     | 2 |
| 7:00 AM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 7:15 AM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 7:30 AM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 7:45 AM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 8:00 AM        | 0                           | 1    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 1 |
| 8:15 AM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 8:30 AM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 8:45 AM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| TOTAL VOLUMES: | 0                           | 2    | 0     | 0                                  | 0    | 0     | 0                           | 1    | 0     | 0                                  | 0    | 0     | 3 |

Date: 2/26/2026  
Day: Thursday

|                | Southbound<br>S Main Street |      |       | Westbound<br>SR-91 Eastbound Ramps |      |       | Northbound<br>S Main Street |      |       | Eastbound<br>SR-91 Eastbound Ramps |      |       |   |
|----------------|-----------------------------|------|-------|------------------------------------|------|-------|-----------------------------|------|-------|------------------------------------|------|-------|---|
|                | Left                        | Thru | Right | Left                               | Thru | Right | Left                        | Thru | Right | Left                               | Thru | Right |   |
| 4:00 PM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 4:15 PM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 4:30 PM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 4:45 PM        | 0                           | 1    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 1 |
| 5:00 PM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 5:15 PM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 5:30 PM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 5:45 PM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| TOTAL VOLUMES: | 0                           | 1    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 1 |

Date: 2/28/2026  
Day: Saturday

|                | Southbound<br>S Main Street |      |       | Westbound<br>SR-91 Eastbound Ramps |      |       | Northbound<br>S Main Street |      |       | Eastbound<br>SR-91 Eastbound Ramps |      |       |   |
|----------------|-----------------------------|------|-------|------------------------------------|------|-------|-----------------------------|------|-------|------------------------------------|------|-------|---|
|                | Left                        | Thru | Right | Left                               | Thru | Right | Left                        | Thru | Right | Left                               | Thru | Right |   |
| 12:00 PM       | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 12:15 PM       | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 12:30 PM       | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 12:45 PM       | 0                           | 1    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 1 |
| 1:00 PM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 1:15 PM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 1:30 PM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| 1:45 PM        | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 0 |
| TOTAL VOLUMES: | 0                           | 1    | 0     | 0                                  | 0    | 0     | 0                           | 0    | 0     | 0                                  | 0    | 0     | 1 |

City of Corona  
N/S: S Main Street  
E/W: 3rd Street  
Weather: Clear

File Name : 16\_COR\_Main\_3rd AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

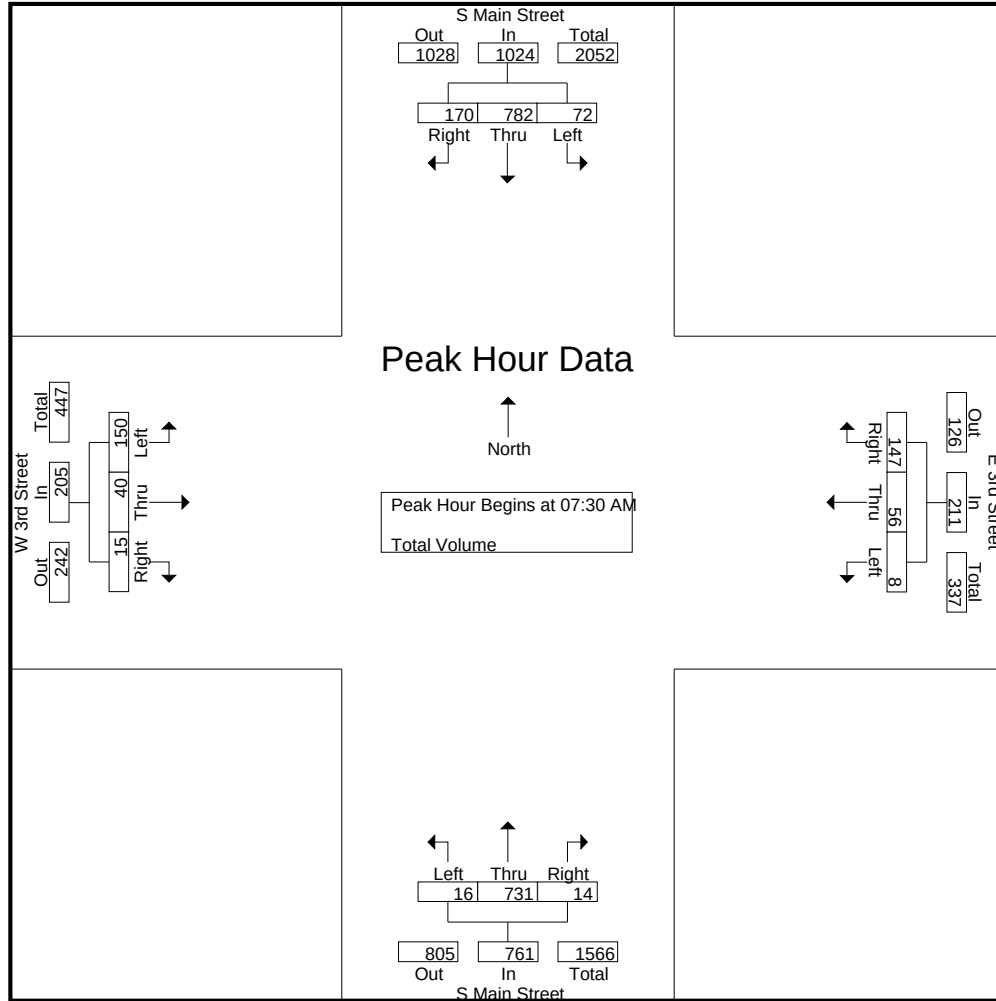
Groups Printed- Total Volume

|             | S Main Street<br>Southbound |      |       |            | E 3rd Street<br>Westbound |      |       |            | S Main Street<br>Northbound |      |       |            | W 3rd Street<br>Eastbound |      |       |            |            |
|-------------|-----------------------------|------|-------|------------|---------------------------|------|-------|------------|-----------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time  | Left                        | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. Total |
| 06:30 AM    | 6                           | 157  | 23    | 186        | 2                         | 6    | 25    | 33         | 2                           | 124  | 1     | 127        | 16                        | 3    | 3     | 22         | 368        |
| 06:45 AM    | 8                           | 175  | 20    | 203        | 2                         | 7    | 26    | 35         | 2                           | 140  | 4     | 146        | 16                        | 4    | 1     | 21         | 405        |
| Total       | 14                          | 332  | 43    | 389        | 4                         | 13   | 51    | 68         | 4                           | 264  | 5     | 273        | 32                        | 7    | 4     | 43         | 773        |
| 07:00 AM    | 8                           | 168  | 35    | 211        | 2                         | 7    | 32    | 41         | 2                           | 165  | 1     | 168        | 22                        | 5    | 2     | 29         | 449        |
| 07:15 AM    | 10                          | 177  | 32    | 219        | 2                         | 5    | 43    | 50         | 4                           | 207  | 1     | 212        | 17                        | 6    | 2     | 25         | 506        |
| 07:30 AM    | 15                          | 178  | 49    | 242        | 2                         | 10   | 41    | 53         | 5                           | 188  | 5     | 198        | 53                        | 4    | 7     | 64         | 557        |
| 07:45 AM    | 25                          | 206  | 59    | 290        | 2                         | 16   | 36    | 54         | 4                           | 190  | 1     | 195        | 37                        | 10   | 2     | 49         | 588        |
| Total       | 58                          | 729  | 175   | 962        | 8                         | 38   | 152   | 198        | 15                          | 750  | 8     | 773        | 129                       | 25   | 13    | 167        | 2100       |
| 08:00 AM    | 20                          | 193  | 40    | 253        | 3                         | 17   | 36    | 56         | 4                           | 175  | 3     | 182        | 31                        | 16   | 4     | 51         | 542        |
| 08:15 AM    | 12                          | 205  | 22    | 239        | 1                         | 13   | 34    | 48         | 3                           | 178  | 5     | 186        | 29                        | 10   | 2     | 41         | 514        |
| 08:30 AM    | 4                           | 164  | 39    | 207        | 8                         | 9    | 31    | 48         | 3                           | 208  | 3     | 214        | 23                        | 11   | 6     | 40         | 509        |
| 08:45 AM    | 14                          | 218  | 30    | 262        | 4                         | 12   | 36    | 52         | 12                          | 209  | 4     | 225        | 34                        | 10   | 4     | 48         | 587        |
| Total       | 50                          | 780  | 131   | 961        | 16                        | 51   | 137   | 204        | 22                          | 770  | 15    | 807        | 117                       | 47   | 16    | 180        | 2152       |
| Grand Total | 122                         | 1841 | 349   | 2312       | 28                        | 102  | 340   | 470        | 41                          | 1784 | 28    | 1853       | 278                       | 79   | 33    | 390        | 5025       |
| Apprch %    | 5.3                         | 79.6 | 15.1  |            | 6                         | 21.7 | 72.3  |            | 2.2                         | 96.3 | 1.5   |            | 71.3                      | 20.3 | 8.5   |            |            |
| Total %     | 2.4                         | 36.6 | 6.9   | 46         | 0.6                       | 2    | 6.8   | 9.4        | 0.8                         | 35.5 | 0.6   | 36.9       | 5.5                       | 1.6  | 0.7   | 7.8        |            |

|                                                            | S Main Street<br>Southbound |            |           |            | E 3rd Street<br>Westbound |           |           |            | S Main Street<br>Northbound |            |          |            | W 3rd Street<br>Eastbound |           |          |            |            |
|------------------------------------------------------------|-----------------------------|------------|-----------|------------|---------------------------|-----------|-----------|------------|-----------------------------|------------|----------|------------|---------------------------|-----------|----------|------------|------------|
| Start Time                                                 | Left                        | Thru       | Right     | App. Total | Left                      | Thru      | Right     | App. Total | Left                        | Thru       | Right    | App. Total | Left                      | Thru      | Right    | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1 |                             |            |           |            |                           |           |           |            |                             |            |          |            |                           |           |          |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                             |            |           |            |                           |           |           |            |                             |            |          |            |                           |           |          |            |            |
| 07:30 AM                                                   | 15                          | 178        | 49        | 242        | 2                         | 10        | <b>41</b> | 53         | <b>5</b>                    | 188        | <b>5</b> | <b>198</b> | <b>53</b>                 | 4         | <b>7</b> | <b>64</b>  | 557        |
| 07:45 AM                                                   | <b>25</b>                   | <b>206</b> | <b>59</b> | <b>290</b> | 2                         | 16        | 36        | 54         | 4                           | <b>190</b> | 1        | 195        | 37                        | 10        | 2        | 49         | <b>588</b> |
| 08:00 AM                                                   | 20                          | 193        | 40        | 253        | <b>3</b>                  | <b>17</b> | 36        | <b>56</b>  | 4                           | 175        | 3        | 182        | 31                        | <b>16</b> | 4        | 51         | 542        |
| 08:15 AM                                                   | 12                          | 205        | 22        | 239        | 1                         | 13        | 34        | 48         | 3                           | 178        | 5        | 186        | 29                        | 10        | 2        | 41         | 514        |
| Total Volume                                               | 72                          | 782        | 170       | 1024       | 8                         | 56        | 147       | 211        | 16                          | 731        | 14       | 761        | 150                       | 40        | 15       | 205        | 2201       |
| % App. Total                                               | 7                           | 76.4       | 16.6      |            | 3.8                       | 26.5      | 69.7      |            | 2.1                         | 96.1       | 1.8      |            | 73.2                      | 19.5      | 7.3      |            |            |
| PHF                                                        | .720                        | .949       | .720      | .883       | .667                      | .824      | .896      | .942       | .800                        | .962       | .700     | .961       | .708                      | .625      | .536     | .801       | .936       |

City of Corona  
N/S: S Main Street  
E/W: 3rd Street  
Weather: Clear

File Name : 16\_COR\_Main\_3rd AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 07:30 AM  |            |           |            | 07:15 AM |           |           |           | 08:00 AM  |            |          |            | 07:30 AM  |           |          |           |
|--------------|-----------|------------|-----------|------------|----------|-----------|-----------|-----------|-----------|------------|----------|------------|-----------|-----------|----------|-----------|
| +0 mins.     | 15        | 178        | 49        | 242        | 2        | 5         | <b>43</b> | 50        | 4         | 175        | 3        | 182        | <b>53</b> | 4         | <b>7</b> | <b>64</b> |
| +15 mins.    | <b>25</b> | <b>206</b> | <b>59</b> | <b>290</b> | 2        | 10        | 41        | 53        | 3         | 178        | <b>5</b> | 186        | 37        | 10        | 2        | 49        |
| +30 mins.    | 20        | 193        | 40        | 253        | 2        | 16        | 36        | 54        | 3         | 208        | 3        | 214        | 31        | <b>16</b> | 4        | 51        |
| +45 mins.    | 12        | 205        | 22        | 239        | <b>3</b> | <b>17</b> | 36        | <b>56</b> | <b>12</b> | <b>209</b> | 4        | <b>225</b> | 29        | 10        | 2        | 41        |
| Total Volume | 72        | 782        | 170       | 1024       | 9        | 48        | 156       | 213       | 22        | 770        | 15       | 807        | 150       | 40        | 15       | 205       |
| % App. Total | 7         | 76.4       | 16.6      |            | 4.2      | 22.5      | 73.2      |           | 2.7       | 95.4       | 1.9      |            | 73.2      | 19.5      | 7.3      |           |
| PHF          | .720      | .949       | .720      | .883       | .750     | .706      | .907      | .951      | .458      | .921       | .750     | .897       | .708      | .625      | .536     | .801      |

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

City of Corona  
N/S: S Main Street  
E/W: 3rd Street  
Weather: Clear

File Name : 16\_COR\_Main\_3rd PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

Groups Printed- Total Volume

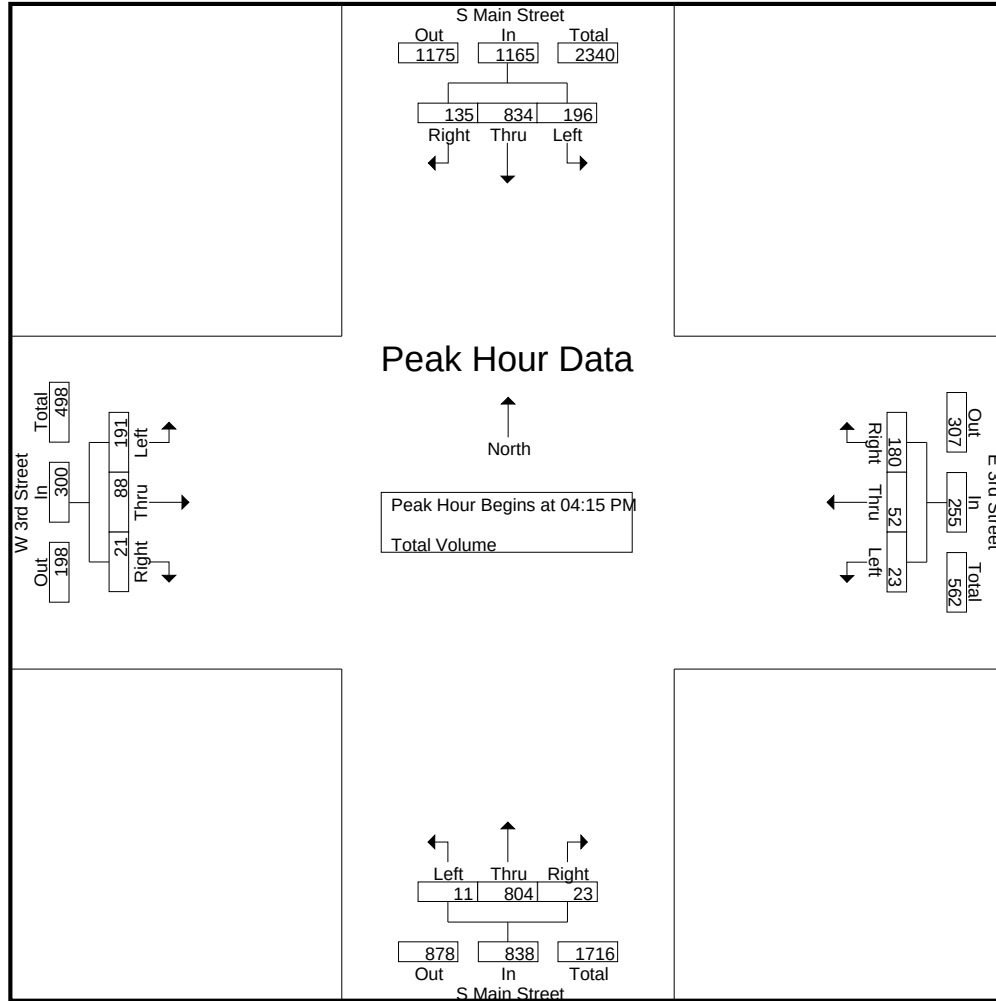
|             | S Main Street<br>Southbound |      |       |            | E 3rd Street<br>Westbound |      |       |            | S Main Street<br>Northbound |      |       |            | W 3rd Street<br>Eastbound |      |       |            |            |
|-------------|-----------------------------|------|-------|------------|---------------------------|------|-------|------------|-----------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time  | Left                        | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. Total |
| 04:00 PM    | 62                          | 242  | 26    | 330        | 2                         | 12   | 34    | 48         | 6                           | 183  | 9     | 198        | 41                        | 13   | 3     | 57         | 633        |
| 04:15 PM    | 60                          | 218  | 34    | 312        | 7                         | 12   | 29    | 48         | 3                           | 190  | 10    | 203        | 30                        | 25   | 6     | 61         | 624        |
| 04:30 PM    | 60                          | 239  | 35    | 334        | 6                         | 12   | 43    | 61         | 2                           | 169  | 6     | 177        | 41                        | 12   | 4     | 57         | 629        |
| 04:45 PM    | 41                          | 189  | 34    | 264        | 5                         | 17   | 53    | 75         | 2                           | 221  | 2     | 225        | 42                        | 20   | 5     | 67         | 631        |
| Total       | 223                         | 888  | 129   | 1240       | 20                        | 53   | 159   | 232        | 13                          | 763  | 27    | 803        | 154                       | 70   | 18    | 242        | 2517       |
| 05:00 PM    | 35                          | 188  | 32    | 255        | 5                         | 11   | 55    | 71         | 4                           | 224  | 5     | 233        | 78                        | 31   | 6     | 115        | 674        |
| 05:15 PM    | 29                          | 233  | 25    | 287        | 7                         | 12   | 49    | 68         | 2                           | 181  | 7     | 190        | 41                        | 17   | 7     | 65         | 610        |
| 05:30 PM    | 41                          | 216  | 24    | 281        | 8                         | 11   | 39    | 58         | 2                           | 198  | 1     | 201        | 35                        | 18   | 8     | 61         | 601        |
| 05:45 PM    | 34                          | 239  | 30    | 303        | 8                         | 7    | 29    | 44         | 3                           | 193  | 6     | 202        | 38                        | 20   | 7     | 65         | 614        |
| Total       | 139                         | 876  | 111   | 1126       | 28                        | 41   | 172   | 241        | 11                          | 796  | 19    | 826        | 192                       | 86   | 28    | 306        | 2499       |
| Grand Total | 362                         | 1764 | 240   | 2366       | 48                        | 94   | 331   | 473        | 24                          | 1559 | 46    | 1629       | 346                       | 156  | 46    | 548        | 5016       |
| Apprch %    | 15.3                        | 74.6 | 10.1  |            | 10.1                      | 19.9 | 70    |            | 1.5                         | 95.7 | 2.8   |            | 63.1                      | 28.5 | 8.4   |            |            |
| Total %     | 7.2                         | 35.2 | 4.8   | 47.2       | 1                         | 1.9  | 6.6   | 9.4        | 0.5                         | 31.1 | 0.9   | 32.5       | 6.9                       | 3.1  | 0.9   | 10.9       |            |

|                                                            | S Main Street<br>Southbound |            |           |            | E 3rd Street<br>Westbound |           |           |            | S Main Street<br>Northbound |            |           |            | W 3rd Street<br>Eastbound |           |          |            |            |
|------------------------------------------------------------|-----------------------------|------------|-----------|------------|---------------------------|-----------|-----------|------------|-----------------------------|------------|-----------|------------|---------------------------|-----------|----------|------------|------------|
| Start Time                                                 | Left                        | Thru       | Right     | App. Total | Left                      | Thru      | Right     | App. Total | Left                        | Thru       | Right     | App. Total | Left                      | Thru      | Right    | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                             |            |           |            |                           |           |           |            |                             |            |           |            |                           |           |          |            |            |
| Peak Hour for Entire Intersection Begins at 04:15 PM       |                             |            |           |            |                           |           |           |            |                             |            |           |            |                           |           |          |            |            |
| 04:15 PM                                                   | <b>60</b>                   | 218        | 34        | 312        | <b>7</b>                  | 12        | 29        | 48         | 3                           | 190        | <b>10</b> | 203        | 30                        | 25        | <b>6</b> | 61         | 624        |
| 04:30 PM                                                   | 60                          | <b>239</b> | <b>35</b> | <b>334</b> | 6                         | 12        | 43        | 61         | 2                           | 169        | 6         | 177        | 41                        | 12        | 4        | 57         | 629        |
| 04:45 PM                                                   | 41                          | 189        | 34        | 264        | 5                         | <b>17</b> | 53        | <b>75</b>  | 2                           | 221        | 2         | 225        | 42                        | 20        | 5        | 67         | 631        |
| 05:00 PM                                                   | 35                          | 188        | 32        | 255        | 5                         | 11        | <b>55</b> | 71         | <b>4</b>                    | <b>224</b> | 5         | <b>233</b> | <b>78</b>                 | <b>31</b> | 6        | <b>115</b> | <b>674</b> |
| Total Volume                                               | 196                         | 834        | 135       | 1165       | 23                        | 52        | 180       | 255        | 11                          | 804        | 23        | 838        | 191                       | 88        | 21       | 300        | 2558       |
| % App. Total                                               | 16.8                        | 71.6       | 11.6      |            | 9                         | 20.4      | 70.6      |            | 1.3                         | 95.9       | 2.7       |            | 63.7                      | 29.3      | 7        |            |            |
| PHF                                                        | .817                        | .872       | .964      | .872       | .821                      | .765      | .818      | .850       | .688                        | .897       | .575      | .899       | .612                      | .710      | .875     | .652       | .949       |



City of Corona  
N/S: S Main Street  
E/W: 3rd Street  
Weather: Clear

File Name : 16\_COR\_Main\_3rd PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



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

|              | 04:00 PM |      |      |      | 04:30 PM |      |      |      | 04:45 PM |      |      |      | 04:45 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 62       | 242  | 26   | 330  | 6        | 12   | 43   | 61   | 2        | 221  | 2    | 225  | 42       | 20   | 5    | 67   |
| +15 mins.    | 60       | 218  | 34   | 312  | 5        | 17   | 53   | 75   | 4        | 224  | 5    | 233  | 78       | 31   | 6    | 115  |
| +30 mins.    | 60       | 239  | 35   | 334  | 5        | 11   | 55   | 71   | 2        | 181  | 7    | 190  | 41       | 17   | 7    | 65   |
| +45 mins.    | 41       | 189  | 34   | 264  | 7        | 12   | 49   | 68   | 2        | 198  | 1    | 201  | 35       | 18   | 8    | 61   |
| Total Volume | 223      | 888  | 129  | 1240 | 23       | 52   | 200  | 275  | 10       | 824  | 15   | 849  | 196      | 86   | 26   | 308  |
| % App. Total | 18       | 71.6 | 10.4 |      | 8.4      | 18.9 | 72.7 |      | 1.2      | 97.1 | 1.8  |      | 63.6     | 27.9 | 8.4  |      |
| PHF          | .899     | .917 | .921 | .928 | .821     | .765 | .909 | .917 | .625     | .920 | .536 | .911 | .628     | .694 | .813 | .670 |

City of Corona  
N/S: S Main Street  
E/W: 3rd Street  
Weather: Clear

File Name : 16\_COR\_Main\_3rd SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 1

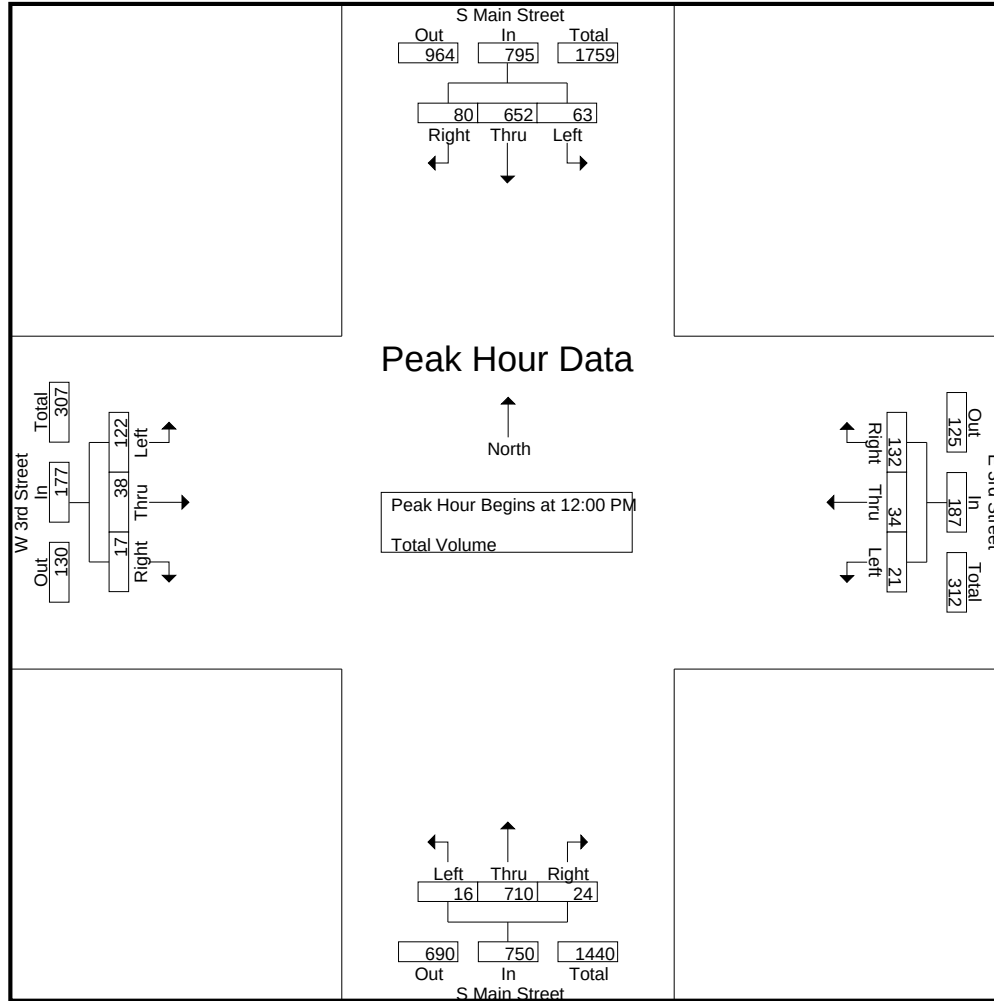
Groups Printed- Total Volume

|             | S Main Street<br>Southbound |      |       |            | E 3rd Street<br>Westbound |      |       |            | S Main Street<br>Northbound |      |       |            | W 3rd Street<br>Eastbound |      |       |            |            |
|-------------|-----------------------------|------|-------|------------|---------------------------|------|-------|------------|-----------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time  | Left                        | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. Total |
| 12:00 PM    | 24                          | 165  | 18    | 207        | 10                        | 8    | 30    | 48         | 3                           | 174  | 6     | 183        | 26                        | 13   | 8     | 47         | 485        |
| 12:15 PM    | 14                          | 164  | 18    | 196        | 3                         | 11   | 35    | 49         | 3                           | 158  | 4     | 165        | 41                        | 5    | 3     | 49         | 459        |
| 12:30 PM    | 14                          | 178  | 24    | 216        | 6                         | 10   | 36    | 52         | 5                           | 200  | 7     | 212        | 32                        | 7    | 3     | 42         | 522        |
| 12:45 PM    | 11                          | 145  | 20    | 176        | 2                         | 5    | 31    | 38         | 5                           | 178  | 7     | 190        | 23                        | 13   | 3     | 39         | 443        |
| Total       | 63                          | 652  | 80    | 795        | 21                        | 34   | 132   | 187        | 16                          | 710  | 24    | 750        | 122                       | 38   | 17    | 177        | 1909       |
| 01:00 PM    | 27                          | 192  | 15    | 234        | 7                         | 7    | 25    | 39         | 7                           | 153  | 2     | 162        | 26                        | 9    | 4     | 39         | 474        |
| 01:15 PM    | 15                          | 188  | 18    | 221        | 6                         | 5    | 25    | 36         | 3                           | 134  | 5     | 142        | 34                        | 9    | 3     | 46         | 445        |
| 01:30 PM    | 21                          | 191  | 19    | 231        | 5                         | 12   | 29    | 46         | 4                           | 172  | 5     | 181        | 24                        | 6    | 4     | 34         | 492        |
| 01:45 PM    | 13                          | 186  | 17    | 216        | 13                        | 18   | 34    | 65         | 2                           | 144  | 4     | 150        | 19                        | 15   | 5     | 39         | 470        |
| Total       | 76                          | 757  | 69    | 902        | 31                        | 42   | 113   | 186        | 16                          | 603  | 16    | 635        | 103                       | 39   | 16    | 158        | 1881       |
| Grand Total | 139                         | 1409 | 149   | 1697       | 52                        | 76   | 245   | 373        | 32                          | 1313 | 40    | 1385       | 225                       | 77   | 33    | 335        | 3790       |
| Apprch %    | 8.2                         | 83   | 8.8   |            | 13.9                      | 20.4 | 65.7  |            | 2.3                         | 94.8 | 2.9   |            | 67.2                      | 23   | 9.9   |            |            |
| Total %     | 3.7                         | 37.2 | 3.9   | 44.8       | 1.4                       | 2    | 6.5   | 9.8        | 0.8                         | 34.6 | 1.1   | 36.5       | 5.9                       | 2    | 0.9   | 8.8        |            |

|                                                            | S Main Street<br>Southbound |            |           |            | E 3rd Street<br>Westbound |           |           |            | S Main Street<br>Northbound |            |          |            | W 3rd Street<br>Eastbound |           |          |            |            |
|------------------------------------------------------------|-----------------------------|------------|-----------|------------|---------------------------|-----------|-----------|------------|-----------------------------|------------|----------|------------|---------------------------|-----------|----------|------------|------------|
| Start Time                                                 | Left                        | Thru       | Right     | App. Total | Left                      | Thru      | Right     | App. Total | Left                        | Thru       | Right    | App. Total | Left                      | Thru      | Right    | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1 |                             |            |           |            |                           |           |           |            |                             |            |          |            |                           |           |          |            |            |
| Peak Hour for Entire Intersection Begins at 12:00 PM       |                             |            |           |            |                           |           |           |            |                             |            |          |            |                           |           |          |            |            |
| 12:00 PM                                                   | <b>24</b>                   | 165        | 18        | 207        | <b>10</b>                 | 8         | 30        | 48         | 3                           | 174        | 6        | 183        | 26                        | <b>13</b> | <b>8</b> | 47         | 485        |
| 12:15 PM                                                   | 14                          | 164        | 18        | 196        | 3                         | <b>11</b> | 35        | 49         | 3                           | 158        | 4        | 165        | <b>41</b>                 | 5         | 3        | <b>49</b>  | 459        |
| 12:30 PM                                                   | 14                          | <b>178</b> | <b>24</b> | <b>216</b> | 6                         | 10        | <b>36</b> | <b>52</b>  | <b>5</b>                    | <b>200</b> | <b>7</b> | <b>212</b> | 32                        | 7         | 3        | 42         | <b>522</b> |
| 12:45 PM                                                   | 11                          | 145        | 20        | 176        | 2                         | 5         | 31        | 38         | 5                           | 178        | 7        | 190        | 23                        | 13        | 3        | 39         | 443        |
| Total Volume                                               | 63                          | 652        | 80        | 795        | 21                        | 34        | 132       | 187        | 16                          | 710        | 24       | 750        | 122                       | 38        | 17       | 177        | 1909       |
| % App. Total                                               | 7.9                         | 82         | 10.1      |            | 11.2                      | 18.2      | 70.6      |            | 2.1                         | 94.7       | 3.2      |            | 68.9                      | 21.5      | 9.6      |            |            |
| PHF                                                        | .656                        | .916       | .833      | .920       | .525                      | .773      | .917      | .899       | .800                        | .888       | .857     | .884       | .744                      | .731      | .531     | .903       | .914       |

City of Corona  
N/S: S Main Street  
E/W: 3rd Street  
Weather: Clear

File Name : 16\_COR\_Main\_3rd SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 01:00 PM |      |      |      | 12:00 PM |      |      |      | 12:00 PM |      |      |      | 12:00 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 27       | 192  | 15   | 234  | 10       | 8    | 30   | 48   | 3        | 174  | 6    | 183  | 26       | 13   | 8    | 47   |
| +15 mins.    | 15       | 188  | 18   | 221  | 3        | 11   | 35   | 49   | 3        | 158  | 4    | 165  | 41       | 5    | 3    | 49   |
| +30 mins.    | 21       | 191  | 19   | 231  | 6        | 10   | 36   | 52   | 5        | 200  | 7    | 212  | 32       | 7    | 3    | 42   |
| +45 mins.    | 13       | 186  | 17   | 216  | 2        | 5    | 31   | 38   | 5        | 178  | 7    | 190  | 23       | 13   | 3    | 39   |
| Total Volume | 76       | 757  | 69   | 902  | 21       | 34   | 132  | 187  | 16       | 710  | 24   | 750  | 122      | 38   | 17   | 177  |
| % App. Total | 8.4      | 83.9 | 7.6  |      | 11.2     | 18.2 | 70.6 |      | 2.1      | 94.7 | 3.2  |      | 68.9     | 21.5 | 9.6  |      |
| PHF          | .704     | .986 | .908 | .964 | .525     | .773 | .917 | .899 | .800     | .888 | .857 | .884 | .744     | .731 | .531 | .903 |

Location: Corona  
N/S: S Main Street  
E/W: 3rd Street



PEDESTRIANS

Date: 2/26/2026

Day: Thursday

|                | North Leg<br>S Main Street | East Leg<br>E 3rd Street | South Leg<br>S Main Street | West Leg<br>W 3rd Street |    |
|----------------|----------------------------|--------------------------|----------------------------|--------------------------|----|
|                | Pedestrians                | Pedestrians              | Pedestrians                | Pedestrians              |    |
| 6:30 AM        | 0                          | 0                        | 0                          | 0                        | 0  |
| 6:45 AM        | 0                          | 0                        | 2                          | 0                        | 2  |
| 7:00 AM        | 0                          | 0                        | 0                          | 0                        | 0  |
| 7:15 AM        | 0                          | 0                        | 0                          | 0                        | 0  |
| 7:30 AM        | 0                          | 0                        | 0                          | 0                        | 0  |
| 7:45 AM        | 0                          | 0                        | 1                          | 1                        | 2  |
| 8:00 AM        | 2                          | 1                        | 1                          | 0                        | 4  |
| 8:15 AM        | 0                          | 1                        | 0                          | 1                        | 2  |
| 8:30 AM        | 0                          | 0                        | 0                          | 0                        | 0  |
| 8:45 AM        | 0                          | 0                        | 1                          | 0                        | 1  |
| TOTAL VOLUMES: | 2                          | 2                        | 5                          | 2                        | 11 |

Date: 2/26/2026

Day: Thursday

|                | North Leg<br>S Main Street | East Leg<br>E 3rd Street | South Leg<br>S Main Street | West Leg<br>W 3rd Street |    |
|----------------|----------------------------|--------------------------|----------------------------|--------------------------|----|
|                | Pedestrians                | Pedestrians              | Pedestrians                | Pedestrians              |    |
| 4:00 PM        | 0                          | 3                        | 3                          | 0                        | 6  |
| 4:15 PM        | 0                          | 0                        | 1                          | 0                        | 1  |
| 4:30 PM        | 0                          | 0                        | 0                          | 2                        | 2  |
| 4:45 PM        | 0                          | 0                        | 1                          | 0                        | 1  |
| 5:00 PM        | 0                          | 0                        | 1                          | 0                        | 1  |
| 5:15 PM        | 0                          | 2                        | 2                          | 0                        | 4  |
| 5:30 PM        | 0                          | 0                        | 1                          | 1                        | 2  |
| 5:45 PM        | 0                          | 0                        | 0                          | 1                        | 1  |
| TOTAL VOLUMES: | 0                          | 5                        | 9                          | 4                        | 18 |

Date: 2/28/2026

Day: Saturday

|                | North Leg<br>S Main Street | East Leg<br>E 3rd Street | South Leg<br>S Main Street | West Leg<br>W 3rd Street |    |
|----------------|----------------------------|--------------------------|----------------------------|--------------------------|----|
|                | Pedestrians                | Pedestrians              | Pedestrians                | Pedestrians              |    |
| 12:00 PM       | 0                          | 0                        | 0                          | 1                        | 1  |
| 12:15 PM       | 0                          | 0                        | 0                          | 1                        | 1  |
| 12:30 PM       | 0                          | 0                        | 0                          | 0                        | 0  |
| 12:45 PM       | 0                          | 1                        | 1                          | 1                        | 3  |
| 1:00 PM        | 0                          | 2                        | 0                          | 1                        | 3  |
| 1:15 PM        | 0                          | 0                        | 1                          | 2                        | 3  |
| 1:30 PM        | 0                          | 0                        | 0                          | 1                        | 1  |
| 1:45 PM        | 0                          | 0                        | 1                          | 0                        | 1  |
| TOTAL VOLUMES: | 0                          | 3                        | 3                          | 7                        | 13 |

Location: Corona  
 N/S: S Main Street  
 E/W: 3rd Street



**BICYCLES**

Date: 2/26/2026  
 Day: Thursday

|                | Southbound<br>S Main Street |      |       | Westbound<br>E 3rd Street |      |       | Northbound<br>S Main Street |      |       | Eastbound<br>W 3rd Street |      |       |   |
|----------------|-----------------------------|------|-------|---------------------------|------|-------|-----------------------------|------|-------|---------------------------|------|-------|---|
|                | Left                        | Thru | Right | Left                      | Thru | Right | Left                        | Thru | Right | Left                      | Thru | Right |   |
| 6:30 AM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 1    | 0     | 1 |
| 6:45 AM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 0 |
| 7:00 AM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 1    | 0     | 1 |
| 7:15 AM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 1                         | 0    | 0     | 1 |
| 7:30 AM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 1     | 0                         | 0    | 0     | 1 |
| 7:45 AM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 0 |
| 8:00 AM        | 0                           | 1    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 1 |
| 8:15 AM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 0 |
| 8:30 AM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 0 |
| 8:45 AM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 0 |
| TOTAL VOLUMES: | 0                           | 1    | 0     | 0                         | 0    | 0     | 0                           | 0    | 1     | 1                         | 2    | 0     | 5 |

Date: 2/26/2026  
 Day: Thursday

|                | Southbound<br>S Main Street |      |       | Westbound<br>E 3rd Street |      |       | Northbound<br>S Main Street |      |       | Eastbound<br>W 3rd Street |      |       |   |
|----------------|-----------------------------|------|-------|---------------------------|------|-------|-----------------------------|------|-------|---------------------------|------|-------|---|
|                | Left                        | Thru | Right | Left                      | Thru | Right | Left                        | Thru | Right | Left                      | Thru | Right |   |
| 4:00 PM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 0 |
| 4:15 PM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 0 |
| 4:30 PM        | 1                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 1 |
| 4:45 PM        | 0                           | 1    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 1 |
| 5:00 PM        | 0                           | 0    | 0     | 0                         | 1    | 1     | 0                           | 0    | 0     | 0                         | 0    | 0     | 2 |
| 5:15 PM        | 0                           | 0    | 1     | 0                         | 0    | 0     | 0                           | 1    | 0     | 0                         | 0    | 0     | 2 |
| 5:30 PM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 2                         | 0    | 0     | 2 |
| 5:45 PM        | 0                           | 1    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 1 |
| TOTAL VOLUMES: | 1                           | 2    | 1     | 0                         | 1    | 1     | 0                           | 1    | 0     | 2                         | 0    | 0     | 9 |

Date: 2/28/2026  
 Day: Saturday

|                | Southbound<br>S Main Street |      |       | Westbound<br>E 3rd Street |      |       | Northbound<br>S Main Street |      |       | Eastbound<br>W 3rd Street |      |       |   |
|----------------|-----------------------------|------|-------|---------------------------|------|-------|-----------------------------|------|-------|---------------------------|------|-------|---|
|                | Left                        | Thru | Right | Left                      | Thru | Right | Left                        | Thru | Right | Left                      | Thru | Right |   |
| 12:00 PM       | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 0 |
| 12:15 PM       | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 0 |
| 12:30 PM       | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 0 |
| 12:45 PM       | 0                           | 1    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 1    | 0     | 2 |
| 1:00 PM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 0 |
| 1:15 PM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 0 |
| 1:30 PM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 0 |
| 1:45 PM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 0 |
| TOTAL VOLUMES: | 0                           | 1    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 1    | 0     | 2 |

City of Corona  
N/S: S Main Street  
E/W: 6th Street  
Weather: Clear

File Name : 17\_COR\_Main\_6th AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

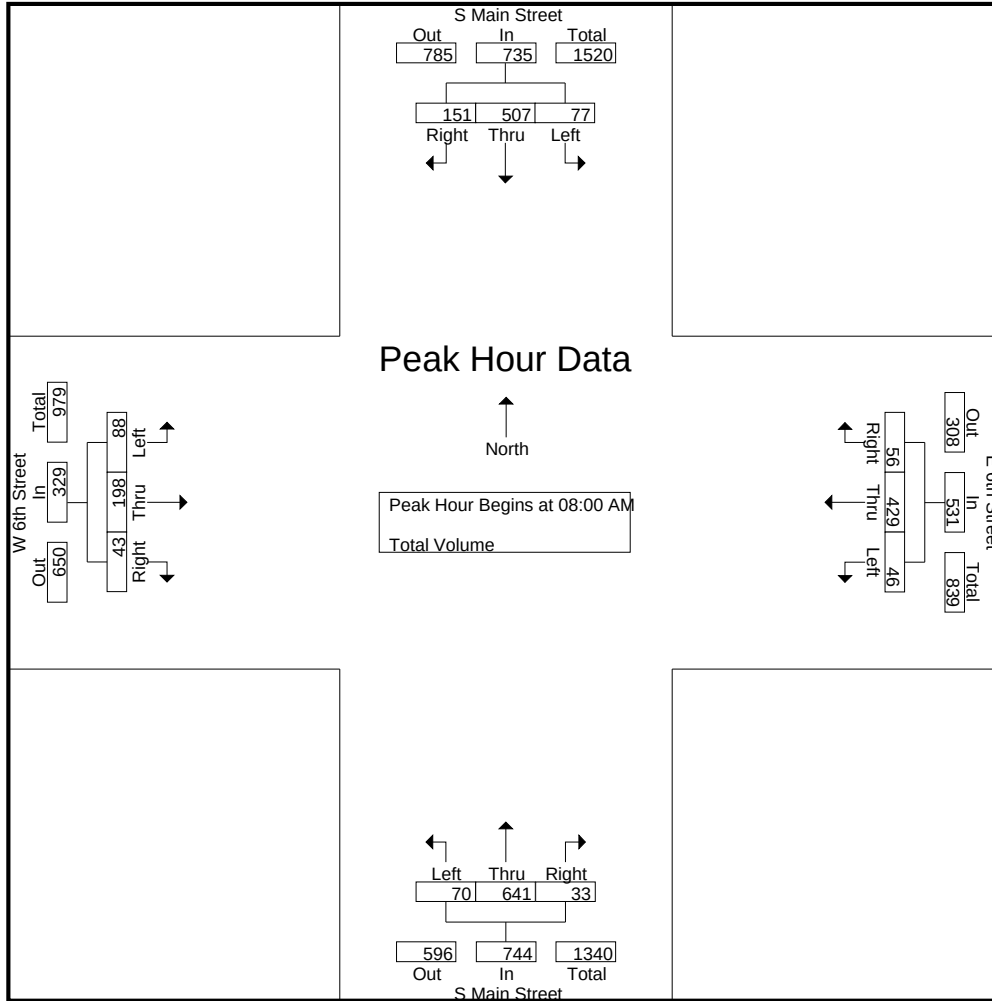
Groups Printed- Total Volume

|             | S Main Street<br>Southbound |      |       |            | E 6th Street<br>Westbound |      |       |            | S Main Street<br>Northbound |      |       |            | W 6th Street<br>Eastbound |      |       |            | Int. Total |
|-------------|-----------------------------|------|-------|------------|---------------------------|------|-------|------------|-----------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time  | Left                        | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                      | Thru | Right | App. Total |            |
| 06:30 AM    | 12                          | 66   | 63    | 141        | 5                         | 108  | 3     | 116        | 3                           | 99   | 1     | 103        | 7                         | 23   | 3     | 33         | 393        |
| 06:45 AM    | 12                          | 82   | 54    | 148        | 2                         | 109  | 4     | 115        | 13                          | 123  | 2     | 138        | 13                        | 38   | 4     | 55         | 456        |
| Total       | 24                          | 148  | 117   | 289        | 7                         | 217  | 7     | 231        | 16                          | 222  | 3     | 241        | 20                        | 61   | 7     | 88         | 849        |
| 07:00 AM    | 4                           | 92   | 65    | 161        | 2                         | 128  | 5     | 135        | 8                           | 150  | 4     | 162        | 17                        | 35   | 2     | 54         | 512        |
| 07:15 AM    | 14                          | 96   | 59    | 169        | 6                         | 93   | 15    | 114        | 14                          | 153  | 2     | 169        | 20                        | 33   | 8     | 61         | 513        |
| 07:30 AM    | 19                          | 119  | 37    | 175        | 4                         | 93   | 7     | 104        | 24                          | 171  | 7     | 202        | 27                        | 51   | 13    | 91         | 572        |
| 07:45 AM    | 19                          | 141  | 38    | 198        | 5                         | 107  | 7     | 119        | 24                          | 167  | 6     | 197        | 20                        | 55   | 8     | 83         | 597        |
| Total       | 56                          | 448  | 199   | 703        | 17                        | 421  | 34    | 472        | 70                          | 641  | 19    | 730        | 84                        | 174  | 31    | 289        | 2194       |
| 08:00 AM    | 20                          | 120  | 39    | 179        | 10                        | 125  | 12    | 147        | 17                          | 134  | 8     | 159        | 18                        | 42   | 8     | 68         | 553        |
| 08:15 AM    | 19                          | 139  | 37    | 195        | 8                         | 119  | 9     | 136        | 18                          | 160  | 7     | 185        | 20                        | 50   | 12    | 82         | 598        |
| 08:30 AM    | 19                          | 120  | 33    | 172        | 11                        | 84   | 18    | 113        | 14                          | 168  | 6     | 188        | 29                        | 44   | 10    | 83         | 556        |
| 08:45 AM    | 19                          | 128  | 42    | 189        | 17                        | 101  | 17    | 135        | 21                          | 179  | 12    | 212        | 21                        | 62   | 13    | 96         | 632        |
| Total       | 77                          | 507  | 151   | 735        | 46                        | 429  | 56    | 531        | 70                          | 641  | 33    | 744        | 88                        | 198  | 43    | 329        | 2339       |
| Grand Total | 157                         | 1103 | 467   | 1727       | 70                        | 1067 | 97    | 1234       | 156                         | 1504 | 55    | 1715       | 192                       | 433  | 81    | 706        | 5382       |
| Apprch %    | 9.1                         | 63.9 | 27    |            | 5.7                       | 86.5 | 7.9   |            | 9.1                         | 87.7 | 3.2   |            | 27.2                      | 61.3 | 11.5  |            |            |
| Total %     | 2.9                         | 20.5 | 8.7   | 32.1       | 1.3                       | 19.8 | 1.8   | 22.9       | 2.9                         | 27.9 | 1     | 31.9       | 3.6                       | 8    | 1.5   | 13.1       |            |

|                                                            | S Main Street<br>Southbound |      |       |            | E 6th Street<br>Westbound |      |       |            | S Main Street<br>Northbound |      |       |            | W 6th Street<br>Eastbound |      |       |            |            |
|------------------------------------------------------------|-----------------------------|------|-------|------------|---------------------------|------|-------|------------|-----------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time                                                 | Left                        | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1 |                             |      |       |            |                           |      |       |            |                             |      |       |            |                           |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 08:00 AM       |                             |      |       |            |                           |      |       |            |                             |      |       |            |                           |      |       |            |            |
| 08:00 AM                                                   | 20                          | 120  | 39    | 179        | 10                        | 125  | 12    | 147        | 17                          | 134  | 8     | 159        | 18                        | 42   | 8     | 68         | 553        |
| 08:15 AM                                                   | 19                          | 139  | 37    | 195        | 8                         | 119  | 9     | 136        | 18                          | 160  | 7     | 185        | 20                        | 50   | 12    | 82         | 598        |
| 08:30 AM                                                   | 19                          | 120  | 33    | 172        | 11                        | 84   | 18    | 113        | 14                          | 168  | 6     | 188        | 29                        | 44   | 10    | 83         | 556        |
| 08:45 AM                                                   | 19                          | 128  | 42    | 189        | 17                        | 101  | 17    | 135        | 21                          | 179  | 12    | 212        | 21                        | 62   | 13    | 96         | 632        |
| Total Volume                                               | 77                          | 507  | 151   | 735        | 46                        | 429  | 56    | 531        | 70                          | 641  | 33    | 744        | 88                        | 198  | 43    | 329        | 2339       |
| % App. Total                                               | 10.5                        | 69   | 20.5  |            | 8.7                       | 80.8 | 10.5  |            | 9.4                         | 86.2 | 4.4   |            | 26.7                      | 60.2 | 13.1  |            |            |
| PHE                                                        | .963                        | .912 | .899  | .942       | .676                      | .858 | .778  | .903       | .833                        | .895 | .688  | .877       | .759                      | .798 | .827  | .857       | .925       |

City of Corona  
N/S: S Main Street  
E/W: 6th Street  
Weather: Clear

File Name : 17\_COR\_Main\_6th AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 07:30 AM  |            |           |            | 08:00 AM  |            |           |            | 08:00 AM  |            |           |            | 08:00 AM  |           |           |           |
|--------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|-----------|-----------|-----------|
| +0 mins.     | 19        | 119        | 37        | 175        | 10        | <b>125</b> | 12        | <b>147</b> | 17        | 134        | 8         | 159        | 18        | 42        | 8         | 68        |
| +15 mins.    | 19        | <b>141</b> | 38        | <b>198</b> | 8         | 119        | 9         | 136        | 18        | 160        | 7         | 185        | 20        | 50        | 12        | 82        |
| +30 mins.    | <b>20</b> | 120        | <b>39</b> | 179        | 11        | 84         | <b>18</b> | 113        | 14        | 168        | 6         | 188        | <b>29</b> | 44        | 10        | 83        |
| +45 mins.    | 19        | 139        | 37        | 195        | <b>17</b> | 101        | 17        | 135        | <b>21</b> | <b>179</b> | <b>12</b> | <b>212</b> | 21        | <b>62</b> | <b>13</b> | <b>96</b> |
| Total Volume | 77        | 519        | 151       | 747        | 46        | 429        | 56        | 531        | 70        | 641        | 33        | 744        | 88        | 198       | 43        | 329       |
| % App. Total | 10.3      | 69.5       | 20.2      |            | 8.7       | 80.8       | 10.5      |            | 9.4       | 86.2       | 4.4       |            | 26.7      | 60.2      | 13.1      |           |
| PHF          | .963      | .920       | .968      | .943       | .676      | .858       | .778      | .903       | .833      | .895       | .688      | .877       | .759      | .798      | .827      | .857      |

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

City of Corona  
N/S: S Main Street  
E/W: 6th Street  
Weather: Clear

File Name : 17\_COR\_Main\_6th PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

Groups Printed- Total Volume

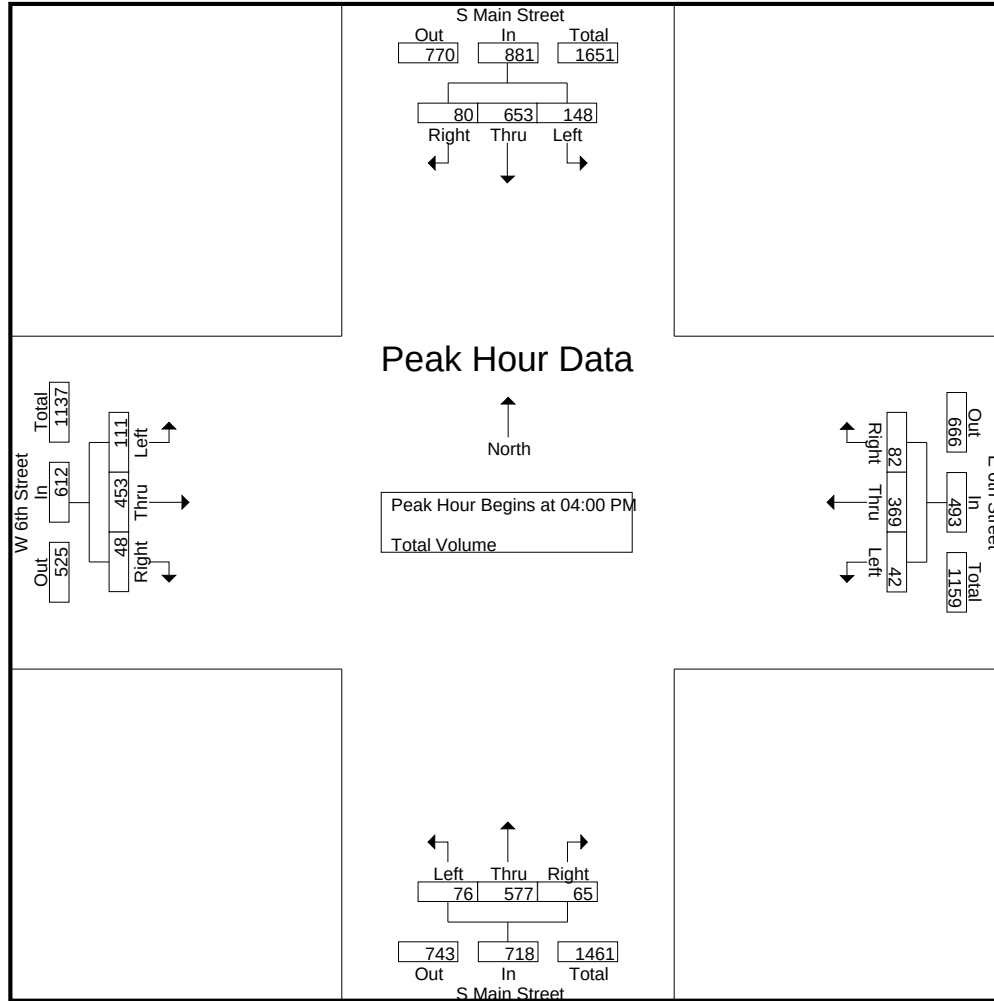
|             | S Main Street<br>Southbound |      |       |            | E 6th Street<br>Westbound |      |       |            | S Main Street<br>Northbound |      |       |            | W 6th Street<br>Eastbound |      |       |            | Int. Total |
|-------------|-----------------------------|------|-------|------------|---------------------------|------|-------|------------|-----------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time  | Left                        | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                      | Thru | Right | App. Total |            |
| 04:00 PM    | 39                          | 163  | 15    | 217        | 9                         | 95   | 25    | 129        | 24                          | 135  | 22    | 181        | 32                        | 125  | 15    | 172        | 699        |
| 04:15 PM    | 40                          | 172  | 20    | 232        | 16                        | 96   | 19    | 131        | 21                          | 139  | 19    | 179        | 27                        | 98   | 14    | 139        | 681        |
| 04:30 PM    | 37                          | 188  | 23    | 248        | 12                        | 89   | 20    | 121        | 13                          | 130  | 14    | 157        | 26                        | 113  | 9     | 148        | 674        |
| 04:45 PM    | 32                          | 130  | 22    | 184        | 5                         | 89   | 18    | 112        | 18                          | 173  | 10    | 201        | 26                        | 117  | 10    | 153        | 650        |
| Total       | 148                         | 653  | 80    | 881        | 42                        | 369  | 82    | 493        | 76                          | 577  | 65    | 718        | 111                       | 453  | 48    | 612        | 2704       |
| 05:00 PM    | 21                          | 147  | 23    | 191        | 9                         | 85   | 29    | 123        | 12                          | 166  | 12    | 190        | 33                        | 109  | 6     | 148        | 652        |
| 05:15 PM    | 28                          | 205  | 26    | 259        | 18                        | 86   | 20    | 124        | 12                          | 156  | 15    | 183        | 24                        | 114  | 13    | 151        | 717        |
| 05:30 PM    | 19                          | 169  | 25    | 213        | 9                         | 75   | 23    | 107        | 18                          | 147  | 10    | 175        | 30                        | 101  | 13    | 144        | 639        |
| 05:45 PM    | 34                          | 186  | 23    | 243        | 4                         | 80   | 20    | 104        | 18                          | 151  | 8     | 177        | 21                        | 119  | 13    | 153        | 677        |
| Total       | 102                         | 707  | 97    | 906        | 40                        | 326  | 92    | 458        | 60                          | 620  | 45    | 725        | 108                       | 443  | 45    | 596        | 2685       |
| Grand Total | 250                         | 1360 | 177   | 1787       | 82                        | 695  | 174   | 951        | 136                         | 1197 | 110   | 1443       | 219                       | 896  | 93    | 1208       | 5389       |
| Apprch %    | 14                          | 76.1 | 9.9   |            | 8.6                       | 73.1 | 18.3  |            | 9.4                         | 83   | 7.6   |            | 18.1                      | 74.2 | 7.7   |            |            |
| Total %     | 4.6                         | 25.2 | 3.3   | 33.2       | 1.5                       | 12.9 | 3.2   | 17.6       | 2.5                         | 22.2 | 2     | 26.8       | 4.1                       | 16.6 | 1.7   | 22.4       |            |

|                                                            | S Main Street<br>Southbound |      |       |            | E 6th Street<br>Westbound |      |       |            | S Main Street<br>Northbound |      |       |            | W 6th Street<br>Eastbound |      |       |            |            |
|------------------------------------------------------------|-----------------------------|------|-------|------------|---------------------------|------|-------|------------|-----------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time                                                 | Left                        | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                             |      |       |            |                           |      |       |            |                             |      |       |            |                           |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |                             |      |       |            |                           |      |       |            |                             |      |       |            |                           |      |       |            |            |
| 04:00 PM                                                   | 39                          | 163  | 15    | 217        | 9                         | 95   | 25    | 129        | 24                          | 135  | 22    | 181        | 32                        | 125  | 15    | 172        | 699        |
| 04:15 PM                                                   | 40                          | 172  | 20    | 232        | 16                        | 96   | 19    | 131        | 21                          | 139  | 19    | 179        | 27                        | 98   | 14    | 139        | 681        |
| 04:30 PM                                                   | 37                          | 188  | 23    | 248        | 12                        | 89   | 20    | 121        | 13                          | 130  | 14    | 157        | 26                        | 113  | 9     | 148        | 674        |
| 04:45 PM                                                   | 32                          | 130  | 22    | 184        | 5                         | 89   | 18    | 112        | 18                          | 173  | 10    | 201        | 26                        | 117  | 10    | 153        | 650        |
| Total Volume                                               | 148                         | 653  | 80    | 881        | 42                        | 369  | 82    | 493        | 76                          | 577  | 65    | 718        | 111                       | 453  | 48    | 612        | 2704       |
| % App. Total                                               | 16.8                        | 74.1 | 9.1   |            | 8.5                       | 74.8 | 16.6  |            | 10.6                        | 80.4 | 9.1   |            | 18.1                      | 74   | 7.8   |            |            |
| PHF                                                        | .925                        | .868 | .870  | .888       | .656                      | .961 | .820  | .941       | .792                        | .834 | .739  | .893       | .867                      | .906 | .800  | .890       | .967       |



City of Corona  
N/S: S Main Street  
E/W: 6th Street  
Weather: Clear

File Name : 17\_COR\_Main\_6th PM  
Site Code : 99926153  
Start Date : 2/26/2026  
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 |      |      |      | 04:00 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 21       | 147  | 23   | 191  | 9        | 95   | 25   | 129  | 18       | 173  | 10   | 201  | 32       | 125  | 15   | 172  |
| +15 mins.    | 28       | 205  | 26   | 259  | 16       | 96   | 19   | 131  | 12       | 166  | 12   | 190  | 27       | 98   | 14   | 139  |
| +30 mins.    | 19       | 169  | 25   | 213  | 12       | 89   | 20   | 121  | 12       | 156  | 15   | 183  | 26       | 113  | 9    | 148  |
| +45 mins.    | 34       | 186  | 23   | 243  | 5        | 89   | 18   | 112  | 18       | 147  | 10   | 175  | 26       | 117  | 10   | 153  |
| Total Volume | 102      | 707  | 97   | 906  | 42       | 369  | 82   | 493  | 60       | 642  | 47   | 749  | 111      | 453  | 48   | 612  |
| % App. Total | 11.3     | 78   | 10.7 |      | 8.5      | 74.8 | 16.6 |      | 8        | 85.7 | 6.3  |      | 18.1     | 74   | 7.8  |      |
| PHF          | .750     | .862 | .933 | .875 | .656     | .961 | .820 | .941 | .833     | .928 | .783 | .932 | .867     | .906 | .800 | .890 |

City of Corona  
N/S: S Main Street  
E/W: 6th Street  
Weather: Clear

File Name : 17\_COR\_Main\_6th SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 1

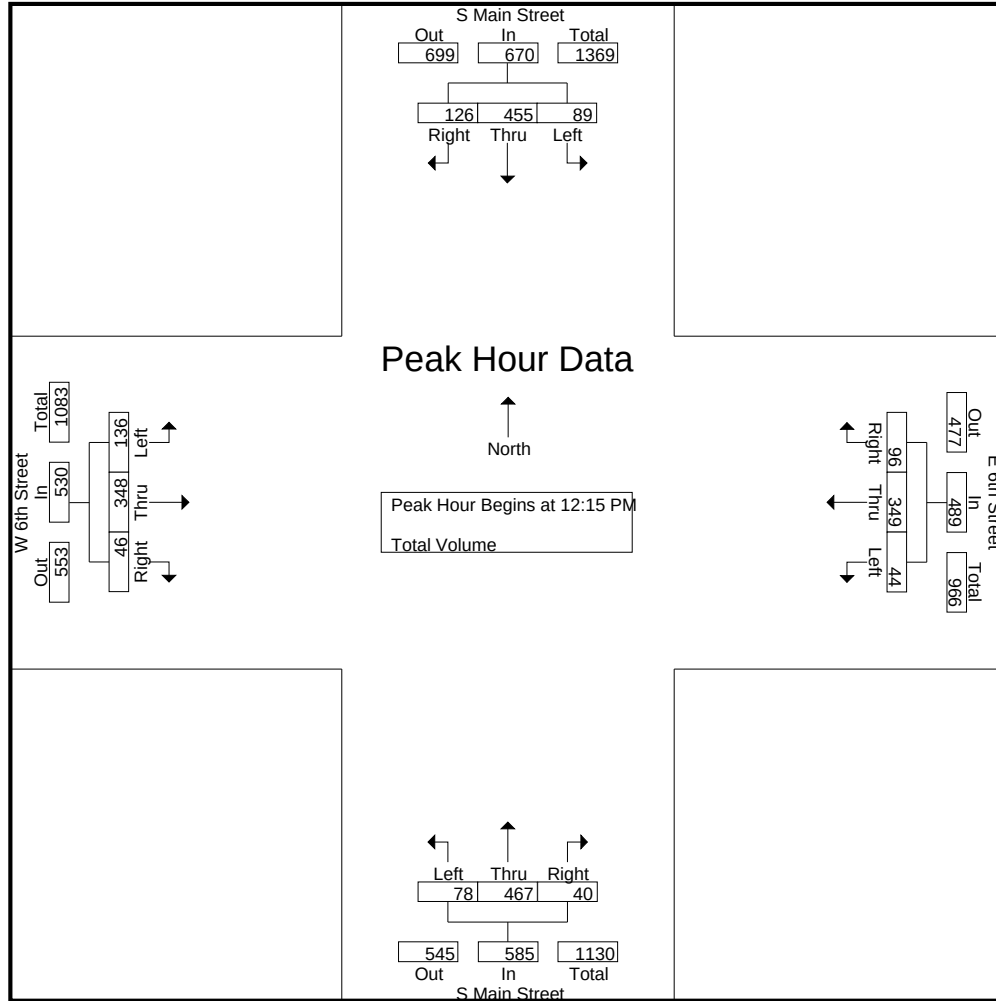
Groups Printed- Total Volume

|             | S Main Street<br>Southbound |      |       |            | E 6th Street<br>Westbound |      |       |            | S Main Street<br>Northbound |      |       |            | W 6th Street<br>Eastbound |      |       |            | Int. Total |
|-------------|-----------------------------|------|-------|------------|---------------------------|------|-------|------------|-----------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time  | Left                        | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                      | Thru | Right | App. Total |            |
| 12:00 PM    | 32                          | 107  | 32    | 171        | 10                        | 90   | 14    | 114        | 14                          | 106  | 9     | 129        | 42                        | 96   | 12    | 150        | 564        |
| 12:15 PM    | 21                          | 110  | 32    | 163        | 19                        | 90   | 17    | 126        | 21                          | 107  | 11    | 139        | 39                        | 92   | 11    | 142        | 570        |
| 12:30 PM    | 25                          | 115  | 28    | 168        | 7                         | 90   | 40    | 137        | 16                          | 121  | 7     | 144        | 40                        | 89   | 8     | 137        | 586        |
| 12:45 PM    | 18                          | 96   | 32    | 146        | 10                        | 90   | 19    | 119        | 23                          | 127  | 10    | 160        | 29                        | 80   | 14    | 123        | 548        |
| Total       | 96                          | 428  | 124   | 648        | 46                        | 360  | 90    | 496        | 74                          | 461  | 37    | 572        | 150                       | 357  | 45    | 552        | 2268       |
| 01:00 PM    | 25                          | 134  | 34    | 193        | 8                         | 79   | 20    | 107        | 18                          | 112  | 12    | 142        | 28                        | 87   | 13    | 128        | 570        |
| 01:15 PM    | 31                          | 117  | 31    | 179        | 6                         | 84   | 21    | 111        | 10                          | 80   | 8     | 98         | 32                        | 80   | 10    | 122        | 510        |
| 01:30 PM    | 37                          | 124  | 26    | 187        | 7                         | 80   | 17    | 104        | 14                          | 126  | 16    | 156        | 25                        | 103  | 10    | 138        | 585        |
| 01:45 PM    | 24                          | 138  | 38    | 200        | 7                         | 98   | 15    | 120        | 18                          | 109  | 8     | 135        | 25                        | 84   | 15    | 124        | 579        |
| Total       | 117                         | 513  | 129   | 759        | 28                        | 341  | 73    | 442        | 60                          | 427  | 44    | 531        | 110                       | 354  | 48    | 512        | 2244       |
| Grand Total | 213                         | 941  | 253   | 1407       | 74                        | 701  | 163   | 938        | 134                         | 888  | 81    | 1103       | 260                       | 711  | 93    | 1064       | 4512       |
| Apprch %    | 15.1                        | 66.9 | 18    |            | 7.9                       | 74.7 | 17.4  |            | 12.1                        | 80.5 | 7.3   |            | 24.4                      | 66.8 | 8.7   |            |            |
| Total %     | 4.7                         | 20.9 | 5.6   | 31.2       | 1.6                       | 15.5 | 3.6   | 20.8       | 3                           | 19.7 | 1.8   | 24.4       | 5.8                       | 15.8 | 2.1   | 23.6       |            |

|                                                            | S Main Street<br>Southbound |      |       |            | E 6th Street<br>Westbound |      |       |            | S Main Street<br>Northbound |      |       |            | W 6th Street<br>Eastbound |      |       |            |            |
|------------------------------------------------------------|-----------------------------|------|-------|------------|---------------------------|------|-------|------------|-----------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time                                                 | Left                        | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1 |                             |      |       |            |                           |      |       |            |                             |      |       |            |                           |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 12:15 PM       |                             |      |       |            |                           |      |       |            |                             |      |       |            |                           |      |       |            |            |
| 12:15 PM                                                   | 21                          | 110  | 32    | 163        | 19                        | 90   | 17    | 126        | 21                          | 107  | 11    | 139        | 39                        | 92   | 11    | 142        | 570        |
| 12:30 PM                                                   | 25                          | 115  | 28    | 168        | 7                         | 90   | 40    | 137        | 16                          | 121  | 7     | 144        | 40                        | 89   | 8     | 137        | 586        |
| 12:45 PM                                                   | 18                          | 96   | 32    | 146        | 10                        | 90   | 19    | 119        | 23                          | 127  | 10    | 160        | 29                        | 80   | 14    | 123        | 548        |
| 01:00 PM                                                   | 25                          | 134  | 34    | 193        | 8                         | 79   | 20    | 107        | 18                          | 112  | 12    | 142        | 28                        | 87   | 13    | 128        | 570        |
| Total Volume                                               | 89                          | 455  | 126   | 670        | 44                        | 349  | 96    | 489        | 78                          | 467  | 40    | 585        | 136                       | 348  | 46    | 530        | 2274       |
| % App. Total                                               | 13.3                        | 67.9 | 18.8  |            | 9                         | 71.4 | 19.6  |            | 13.3                        | 79.8 | 6.8   |            | 25.7                      | 65.7 | 8.7   |            |            |
| PHF                                                        | .890                        | .849 | .926  | .868       | .579                      | .969 | .600  | .892       | .848                        | .919 | .833  | .914       | .850                      | .946 | .821  | .933       | .970       |

City of Corona  
N/S: S Main Street  
E/W: 6th Street  
Weather: Clear

File Name : 17\_COR\_Main\_6th SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 01:00 PM  |            |           |            | 12:00 PM  |           |           |            | 12:15 PM  |            |           |            | 12:00 PM  |           |           |            |
|--------------|-----------|------------|-----------|------------|-----------|-----------|-----------|------------|-----------|------------|-----------|------------|-----------|-----------|-----------|------------|
| +0 mins.     | 25        | 134        | 34        | 193        | 10        | <b>90</b> | 14        | 114        | 21        | 107        | 11        | 139        | <b>42</b> | <b>96</b> | 12        | <b>150</b> |
| +15 mins.    | 31        | 117        | 31        | 179        | <b>19</b> | 90        | 17        | 126        | 16        | 121        | 7         | 144        | 39        | 92        | 11        | 142        |
| +30 mins.    | <b>37</b> | 124        | 26        | 187        | 7         | 90        | <b>40</b> | <b>137</b> | <b>23</b> | <b>127</b> | 10        | <b>160</b> | 40        | 89        | 8         | 137        |
| +45 mins.    | 24        | <b>138</b> | <b>38</b> | <b>200</b> | 10        | 90        | 19        | 119        | 18        | 112        | <b>12</b> | 142        | 29        | 80        | <b>14</b> | 123        |
| Total Volume | 117       | 513        | 129       | 759        | 46        | 360       | 90        | 496        | 78        | 467        | 40        | 585        | 150       | 357       | 45        | 552        |
| % App. Total | 15.4      | 67.6       | 17        |            | 9.3       | 72.6      | 18.1      |            | 13.3      | 79.8       | 6.8       |            | 27.2      | 64.7      | 8.2       |            |
| PHF          | .791      | .929       | .849      | .949       | .605      | 1.000     | .563      | .905       | .848      | .919       | .833      | .914       | .893      | .930      | .804      | .920       |

Location: Corona  
N/S: S Main Street  
E/W: 6th Street



PEDESTRIANS

Date: 2/26/2026  
Day: Thursday

|                | North Leg<br>S Main Street | East Leg<br>E 6th Street | South Leg<br>S Main Street | West Leg<br>W 6th Street |    |
|----------------|----------------------------|--------------------------|----------------------------|--------------------------|----|
|                | Pedestrians                | Pedestrians              | Pedestrians                | Pedestrians              |    |
| 6:30 AM        | 2                          | 0                        | 0                          | 0                        | 2  |
| 6:45 AM        | 0                          | 0                        | 0                          | 0                        | 0  |
| 7:00 AM        | 1                          | 0                        | 2                          | 0                        | 3  |
| 7:15 AM        | 0                          | 0                        | 0                          | 0                        | 0  |
| 7:30 AM        | 2                          | 0                        | 2                          | 0                        | 4  |
| 7:45 AM        | 0                          | 0                        | 0                          | 0                        | 0  |
| 8:00 AM        | 1                          | 0                        | 0                          | 1                        | 2  |
| 8:15 AM        | 1                          | 0                        | 0                          | 1                        | 2  |
| 8:30 AM        | 0                          | 2                        | 1                          | 0                        | 3  |
| 8:45 AM        | 0                          | 2                        | 0                          | 1                        | 3  |
| TOTAL VOLUMES: | 7                          | 4                        | 5                          | 3                        | 19 |

Date: 2/26/2026  
Day: Thursday

|                | North Leg<br>S Main Street | East Leg<br>E 6th Street | South Leg<br>S Main Street | West Leg<br>W 6th Street |    |
|----------------|----------------------------|--------------------------|----------------------------|--------------------------|----|
|                | Pedestrians                | Pedestrians              | Pedestrians                | Pedestrians              |    |
| 4:00 PM        | 2                          | 0                        | 2                          | 1                        | 5  |
| 4:15 PM        | 0                          | 0                        | 0                          | 0                        | 0  |
| 4:30 PM        | 2                          | 0                        | 0                          | 1                        | 3  |
| 4:45 PM        | 1                          | 0                        | 0                          | 1                        | 2  |
| 5:00 PM        | 0                          | 0                        | 0                          | 0                        | 0  |
| 5:15 PM        | 0                          | 0                        | 0                          | 0                        | 0  |
| 5:30 PM        | 1                          | 0                        | 0                          | 1                        | 2  |
| 5:45 PM        | 3                          | 0                        | 0                          | 1                        | 4  |
| TOTAL VOLUMES: | 9                          | 0                        | 2                          | 5                        | 16 |

Date: 2/28/2026  
Day: Saturday

|                | North Leg<br>S Main Street | East Leg<br>E 6th Street | South Leg<br>S Main Street | West Leg<br>W 6th Street |    |
|----------------|----------------------------|--------------------------|----------------------------|--------------------------|----|
|                | Pedestrians                | Pedestrians              | Pedestrians                | Pedestrians              |    |
| 12:00 PM       | 2                          | 0                        | 4                          | 0                        | 6  |
| 12:15 PM       | 0                          | 0                        | 3                          | 0                        | 3  |
| 12:30 PM       | 0                          | 0                        | 0                          | 0                        | 0  |
| 12:45 PM       | 1                          | 1                        | 1                          | 2                        | 5  |
| 1:00 PM        | 2                          | 0                        | 0                          | 0                        | 2  |
| 1:15 PM        | 0                          | 0                        | 0                          | 0                        | 0  |
| 1:30 PM        | 1                          | 0                        | 0                          | 0                        | 1  |
| 1:45 PM        | 3                          | 0                        | 0                          | 0                        | 3  |
| TOTAL VOLUMES: | 9                          | 1                        | 8                          | 2                        | 20 |

Location: Corona  
N/S: S Main Street  
E/W: 6th Street



BICYCLES

Date: 2/26/2026  
Day: Thursday

|                | Southbound<br>S Main Street |      |       | Westbound<br>E 6th Street |      |       | Northbound<br>S Main Street |      |       | Eastbound<br>W 6th Street |      |       |   |
|----------------|-----------------------------|------|-------|---------------------------|------|-------|-----------------------------|------|-------|---------------------------|------|-------|---|
|                | Left                        | Thru | Right | Left                      | Thru | Right | Left                        | Thru | Right | Left                      | Thru | Right |   |
| 6:30 AM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 0 |
| 6:45 AM        | 0                           | 1    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 1 |
| 7:00 AM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 2    | 0     | 2 |
| 7:15 AM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 1                         | 0    | 0     | 1 |
| 7:30 AM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 0 |
| 7:45 AM        | 0                           | 0    | 0     | 0                         | 1    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 1 |
| 8:00 AM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 0 |
| 8:15 AM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 0 |
| 8:30 AM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 1     | 1 |
| 8:45 AM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 1    | 0     | 1 |
| TOTAL VOLUMES: | 0                           | 1    | 0     | 0                         | 1    | 0     | 0                           | 0    | 0     | 1                         | 3    | 1     | 7 |

Date: 2/26/2026  
Day: Thursday

|                | Southbound<br>S Main Street |      |       | Westbound<br>E 6th Street |      |       | Northbound<br>S Main Street |      |       | Eastbound<br>W 6th Street |      |       |   |
|----------------|-----------------------------|------|-------|---------------------------|------|-------|-----------------------------|------|-------|---------------------------|------|-------|---|
|                | Left                        | Thru | Right | Left                      | Thru | Right | Left                        | Thru | Right | Left                      | Thru | Right |   |
| 4:00 PM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 1    | 0     | 1 |
| 4:15 PM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 0 |
| 4:30 PM        | 0                           | 0    | 0     | 1                         | 0    | 0     | 0                           | 0    | 1     | 0                         | 0    | 1     | 3 |
| 4:45 PM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 1    | 0     | 1 |
| 5:00 PM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 0 |
| 5:15 PM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 0 |
| 5:30 PM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 0 |
| 5:45 PM        | 0                           | 0    | 0     | 0                         | 1    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 1 |
| TOTAL VOLUMES: | 0                           | 0    | 0     | 1                         | 1    | 0     | 0                           | 0    | 1     | 0                         | 2    | 1     | 6 |

Date: 2/28/2026  
Day: Saturday

|                | Southbound<br>S Main Street |      |       | Westbound<br>E 6th Street |      |       | Northbound<br>S Main Street |      |       | Eastbound<br>W 6th Street |      |       |    |
|----------------|-----------------------------|------|-------|---------------------------|------|-------|-----------------------------|------|-------|---------------------------|------|-------|----|
|                | Left                        | Thru | Right | Left                      | Thru | Right | Left                        | Thru | Right | Left                      | Thru | Right |    |
| 12:00 PM       | 0                           | 0    | 1     | 0                         | 0    | 1     | 0                           | 0    | 0     | 0                         | 1    | 0     | 3  |
| 12:15 PM       | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 1    | 0     | 1  |
| 12:30 PM       | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 0    | 0     | 0  |
| 12:45 PM       | 0                           | 0    | 0     | 0                         | 1    | 0     | 1                           | 0    | 0     | 0                         | 0    | 0     | 2  |
| 1:00 PM        | 0                           | 0    | 0     | 0                         | 3    | 0     | 0                           | 0    | 0     | 0                         | 1    | 0     | 4  |
| 1:15 PM        | 0                           | 0    | 0     | 0                         | 0    | 0     | 0                           | 0    | 0     | 0                         | 2    | 0     | 2  |
| 1:30 PM        | 0                           | 0    | 1     | 0                         | 1    | 0     | 0                           | 0    | 0     | 0                         | 1    | 0     | 3  |
| 1:45 PM        | 0                           | 0    | 0     | 0                         | 2    | 0     | 0                           | 0    | 0     | 0                         | 3    | 0     | 5  |
| TOTAL VOLUMES: | 0                           | 0    | 2     | 0                         | 7    | 1     | 1                           | 0    | 0     | 0                         | 9    | 0     | 20 |

City of Corona  
N/S: N Joy Street  
E/W: E Grand Boulevard  
Weather: Clear

File Name : 18\_COR\_N Joy\_E Gra AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

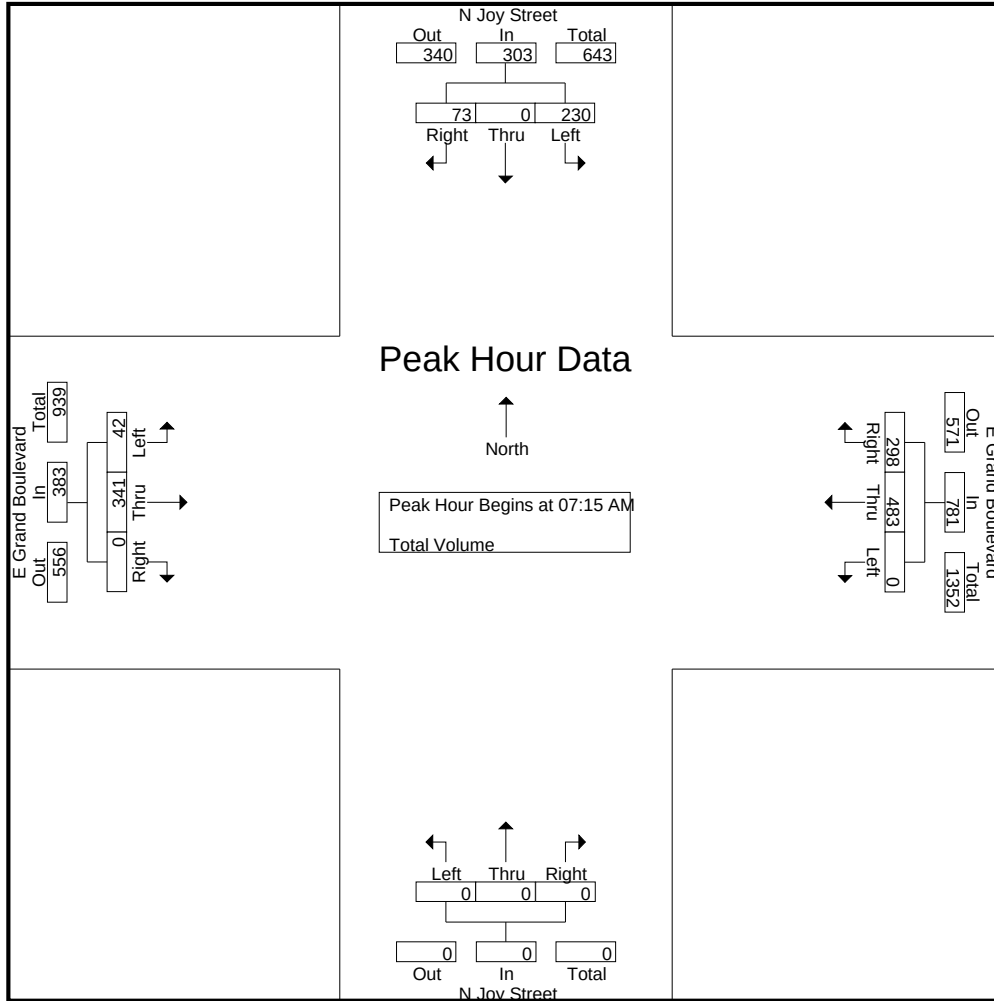
Groups Printed- Total Volume

|             | N Joy Street Southbound |      |       |            | E Grand Boulevard Westbound |      |       |            | N Joy Street Northbound |      |       |            | E Grand Boulevard Eastbound |      |       |            |            |
|-------------|-------------------------|------|-------|------------|-----------------------------|------|-------|------------|-------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------|
| Start Time  | Left                    | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                    | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Int. Total |
| 06:30 AM    | 19                      | 0    | 8     | 27         | 0                           | 79   | 23    | 102        | 0                       | 0    | 0     | 0          | 6                           | 34   | 0     | 40         | 169        |
| 06:45 AM    | 21                      | 0    | 8     | 29         | 0                           | 88   | 39    | 127        | 0                       | 0    | 0     | 0          | 9                           | 42   | 0     | 51         | 207        |
| Total       | 40                      | 0    | 16    | 56         | 0                           | 167  | 62    | 229        | 0                       | 0    | 0     | 0          | 15                          | 76   | 0     | 91         | 376        |
| 07:00 AM    | 23                      | 0    | 12    | 35         | 0                           | 93   | 46    | 139        | 0                       | 0    | 0     | 0          | 17                          | 35   | 0     | 52         | 226        |
| 07:15 AM    | 46                      | 0    | 13    | 59         | 0                           | 123  | 68    | 191        | 0                       | 0    | 0     | 0          | 6                           | 82   | 0     | 88         | 338        |
| 07:30 AM    | 66                      | 0    | 27    | 93         | 0                           | 132  | 62    | 194        | 0                       | 0    | 0     | 0          | 9                           | 73   | 0     | 82         | 369        |
| 07:45 AM    | 72                      | 0    | 15    | 87         | 0                           | 133  | 86    | 219        | 0                       | 0    | 0     | 0          | 8                           | 90   | 0     | 98         | 404        |
| Total       | 207                     | 0    | 67    | 274        | 0                           | 481  | 262   | 743        | 0                       | 0    | 0     | 0          | 40                          | 280  | 0     | 320        | 1337       |
| 08:00 AM    | 46                      | 0    | 18    | 64         | 0                           | 95   | 82    | 177        | 0                       | 0    | 0     | 0          | 19                          | 96   | 0     | 115        | 356        |
| 08:15 AM    | 57                      | 0    | 11    | 68         | 0                           | 113  | 69    | 182        | 0                       | 0    | 0     | 0          | 7                           | 66   | 0     | 73         | 323        |
| 08:30 AM    | 42                      | 0    | 12    | 54         | 0                           | 129  | 47    | 176        | 0                       | 0    | 0     | 0          | 7                           | 77   | 0     | 84         | 314        |
| 08:45 AM    | 36                      | 0    | 9     | 45         | 0                           | 112  | 73    | 185        | 0                       | 0    | 0     | 0          | 14                          | 54   | 0     | 68         | 298        |
| Total       | 181                     | 0    | 50    | 231        | 0                           | 449  | 271   | 720        | 0                       | 0    | 0     | 0          | 47                          | 293  | 0     | 340        | 1291       |
| Grand Total | 428                     | 0    | 133   | 561        | 0                           | 1097 | 595   | 1692       | 0                       | 0    | 0     | 0          | 102                         | 649  | 0     | 751        | 3004       |
| Apprch %    | 76.3                    | 0    | 23.7  |            | 0                           | 64.8 | 35.2  |            | 0                       | 0    | 0     |            | 13.6                        | 86.4 | 0     |            |            |
| Total %     | 14.2                    | 0    | 4.4   | 18.7       | 0                           | 36.5 | 19.8  | 56.3       | 0                       | 0    | 0     | 0          | 3.4                         | 21.6 | 0     | 25         |            |

|                                                            | N Joy Street Southbound |      |           |            | E Grand Boulevard Westbound |            |           |            | N Joy Street Northbound |      |       |            | E Grand Boulevard Eastbound |           |       |            |            |
|------------------------------------------------------------|-------------------------|------|-----------|------------|-----------------------------|------------|-----------|------------|-------------------------|------|-------|------------|-----------------------------|-----------|-------|------------|------------|
| Start Time                                                 | Left                    | Thru | Right     | App. Total | Left                        | Thru       | Right     | App. Total | Left                    | Thru | Right | App. Total | Left                        | Thru      | Right | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1 |                         |      |           |            |                             |            |           |            |                         |      |       |            |                             |           |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                         |      |           |            |                             |            |           |            |                         |      |       |            |                             |           |       |            |            |
| 07:15 AM                                                   | 46                      | 0    | 13        | 59         | 0                           | 123        | 68        | 191        | 0                       | 0    | 0     | 0          | 6                           | 82        | 0     | 88         | 338        |
| 07:30 AM                                                   | 66                      | 0    | <b>27</b> | <b>93</b>  | 0                           | 132        | 62        | 194        | 0                       | 0    | 0     | 0          | 9                           | 73        | 0     | 82         | 369        |
| 07:45 AM                                                   | <b>72</b>               | 0    | 15        | 87         | 0                           | <b>133</b> | <b>86</b> | <b>219</b> | 0                       | 0    | 0     | 0          | 8                           | 90        | 0     | 98         | <b>404</b> |
| 08:00 AM                                                   | 46                      | 0    | 18        | 64         | 0                           | 95         | 82        | 177        | 0                       | 0    | 0     | 0          | <b>19</b>                   | <b>96</b> | 0     | <b>115</b> | 356        |
| Total Volume                                               | 230                     | 0    | 73        | 303        | 0                           | 483        | 298       | 781        | 0                       | 0    | 0     | 0          | 42                          | 341       | 0     | 383        | 1467       |
| % App. Total                                               | 75.9                    | 0    | 24.1      |            | 0                           | 61.8       | 38.2      |            | 0                       | 0    | 0     |            | 11                          | 89        | 0     |            |            |
| PHF                                                        | .799                    | .000 | .676      | .815       | .000                        | .908       | .866      | .892       | .000                    | .000 | .000  | .000       | .553                        | .888      | .000  | .833       | .908       |

City of Corona  
N/S: N Joy Street  
E/W: E Grand Boulevard  
Weather: Clear

File Name : 18\_COR\_N Joy\_E Gra AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 07:30 AM |      |      |      | 07:15 AM |      |      |      | 06:30 AM |      |      |      | 07:15 AM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 66       | 0    | 27   | 93   | 0        | 123  | 68   | 191  | 0        | 0    | 0    | 0    | 6        | 82   | 0    | 88   |
| +15 mins.    | 72       | 0    | 15   | 87   | 0        | 132  | 62   | 194  | 0        | 0    | 0    | 0    | 9        | 73   | 0    | 82   |
| +30 mins.    | 46       | 0    | 18   | 64   | 0        | 133  | 86   | 219  | 0        | 0    | 0    | 0    | 8        | 90   | 0    | 98   |
| +45 mins.    | 57       | 0    | 11   | 68   | 0        | 95   | 82   | 177  | 0        | 0    | 0    | 0    | 19       | 96   | 0    | 115  |
| Total Volume | 241      | 0    | 71   | 312  | 0        | 483  | 298  | 781  | 0        | 0    | 0    | 0    | 42       | 341  | 0    | 383  |
| % App. Total | 77.2     | 0    | 22.8 |      | 0        | 61.8 | 38.2 |      | 0        | 0    | 0    | 0    | 11       | 89   | 0    |      |
| PHF          | .837     | .000 | .657 | .839 | .000     | .908 | .866 | .892 | .000     | .000 | .000 | .000 | .553     | .888 | .000 | .833 |

City of Corona  
N/S: N Joy Street  
E/W: E Grand Boulevard  
Weather: Clear

File Name : 18\_COR\_N Joy\_E Gra PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

Groups Printed- Total Volume

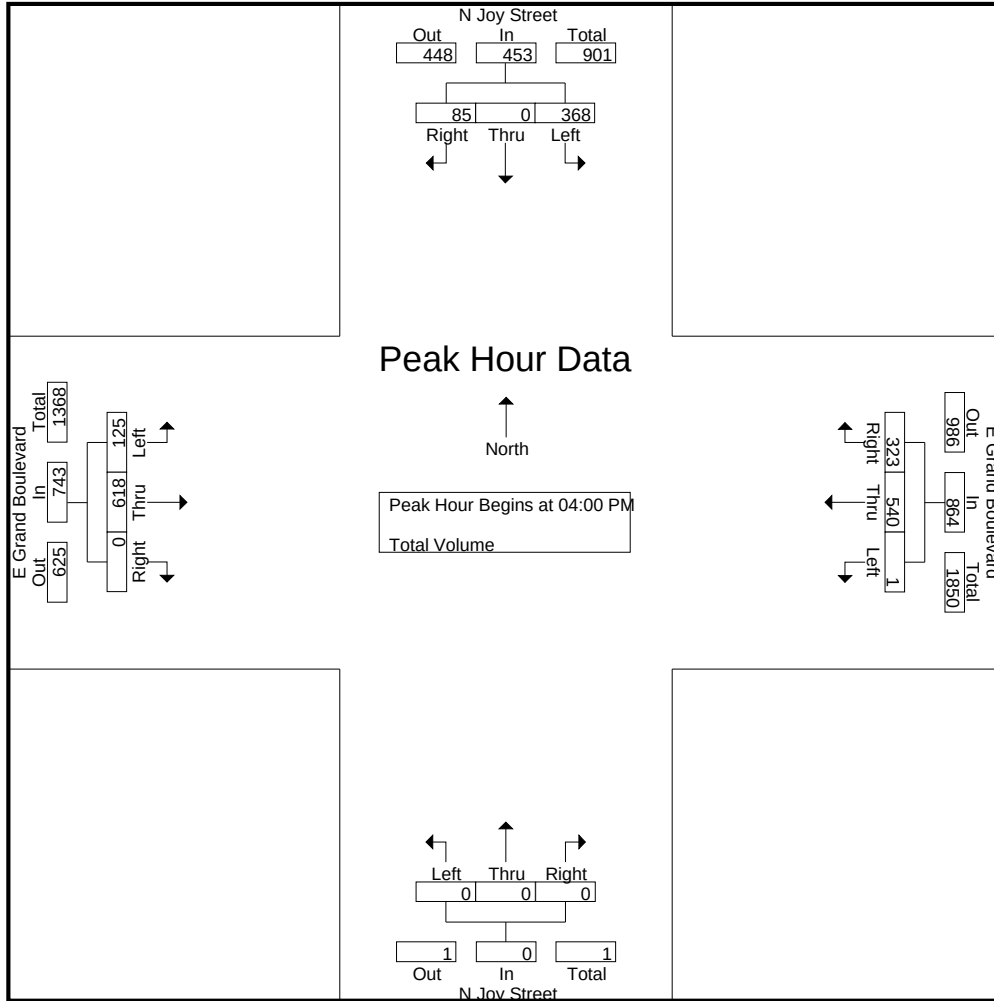
|             | N Joy Street Southbound |      |       |            | E Grand Boulevard Westbound |      |       |            | N Joy Street Northbound |      |       |            | E Grand Boulevard Eastbound |      |       |            |            |
|-------------|-------------------------|------|-------|------------|-----------------------------|------|-------|------------|-------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------|
| Start Time  | Left                    | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                    | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Int. Total |
| 04:00 PM    | 99                      | 0    | 20    | 119        | 1                           | 140  | 77    | 218        | 0                       | 0    | 0     | 0          | 19                          | 134  | 0     | 153        | 490        |
| 04:15 PM    | 94                      | 0    | 23    | 117        | 0                           | 131  | 81    | 212        | 0                       | 0    | 0     | 0          | 23                          | 180  | 0     | 203        | 532        |
| 04:30 PM    | 90                      | 0    | 9     | 99         | 0                           | 117  | 72    | 189        | 0                       | 0    | 0     | 0          | 29                          | 153  | 0     | 182        | 470        |
| 04:45 PM    | 85                      | 0    | 33    | 118        | 0                           | 152  | 93    | 245        | 0                       | 0    | 0     | 0          | 54                          | 151  | 0     | 205        | 568        |
| Total       | 368                     | 0    | 85    | 453        | 1                           | 540  | 323   | 864        | 0                       | 0    | 0     | 0          | 125                         | 618  | 0     | 743        | 2060       |
| 05:00 PM    | 88                      | 0    | 26    | 114        | 0                           | 143  | 80    | 223        | 0                       | 0    | 0     | 0          | 24                          | 126  | 0     | 150        | 487        |
| 05:15 PM    | 88                      | 0    | 13    | 101        | 0                           | 142  | 81    | 223        | 0                       | 0    | 0     | 0          | 13                          | 119  | 0     | 132        | 456        |
| 05:30 PM    | 100                     | 0    | 22    | 122        | 0                           | 87   | 72    | 159        | 0                       | 0    | 0     | 0          | 17                          | 94   | 0     | 111        | 392        |
| 05:45 PM    | 102                     | 0    | 15    | 117        | 0                           | 114  | 56    | 170        | 0                       | 0    | 0     | 0          | 12                          | 123  | 0     | 135        | 422        |
| Total       | 378                     | 0    | 76    | 454        | 0                           | 486  | 289   | 775        | 0                       | 0    | 0     | 0          | 66                          | 462  | 0     | 528        | 1757       |
| Grand Total | 746                     | 0    | 161   | 907        | 1                           | 1026 | 612   | 1639       | 0                       | 0    | 0     | 0          | 191                         | 1080 | 0     | 1271       | 3817       |
| Apprch %    | 82.2                    | 0    | 17.8  |            | 0.1                         | 62.6 | 37.3  |            | 0                       | 0    | 0     |            | 15                          | 85   | 0     |            |            |
| Total %     | 19.5                    | 0    | 4.2   | 23.8       | 0                           | 26.9 | 16    | 42.9       | 0                       | 0    | 0     | 0          | 5                           | 28.3 | 0     | 33.3       |            |

|                                                            | N Joy Street Southbound |      |           |            | E Grand Boulevard Westbound |            |           |            | N Joy Street Northbound |      |       |            | E Grand Boulevard Eastbound |            |       |            |            |
|------------------------------------------------------------|-------------------------|------|-----------|------------|-----------------------------|------------|-----------|------------|-------------------------|------|-------|------------|-----------------------------|------------|-------|------------|------------|
| Start Time                                                 | Left                    | Thru | Right     | App. Total | Left                        | Thru       | Right     | App. Total | Left                    | Thru | Right | App. Total | Left                        | Thru       | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                         |      |           |            |                             |            |           |            |                         |      |       |            |                             |            |       |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |                         |      |           |            |                             |            |           |            |                         |      |       |            |                             |            |       |            |            |
| 04:00 PM                                                   | <b>99</b>               | 0    | 20        | <b>119</b> | <b>1</b>                    | 140        | 77        | 218        | 0                       | 0    | 0     | 0          | 19                          | 134        | 0     | 153        | 490        |
| 04:15 PM                                                   | 94                      | 0    | 23        | 117        | 0                           | 131        | 81        | 212        | 0                       | 0    | 0     | 0          | 23                          | <b>180</b> | 0     | 203        | 532        |
| 04:30 PM                                                   | 90                      | 0    | 9         | 99         | 0                           | 117        | 72        | 189        | 0                       | 0    | 0     | 0          | 29                          | 153        | 0     | 182        | 470        |
| 04:45 PM                                                   | 85                      | 0    | <b>33</b> | <b>118</b> | 0                           | <b>152</b> | <b>93</b> | <b>245</b> | 0                       | 0    | 0     | 0          | <b>54</b>                   | <b>151</b> | 0     | <b>205</b> | <b>568</b> |
| Total Volume                                               | 368                     | 0    | 85        | 453        | 1                           | 540        | 323       | 864        | 0                       | 0    | 0     | 0          | 125                         | 618        | 0     | 743        | 2060       |
| % App. Total                                               | 81.2                    | 0    | 18.8      |            | 0.1                         | 62.5       | 37.4      |            | 0                       | 0    | 0     |            | 16.8                        | 83.2       | 0     |            |            |
| PHF                                                        | .929                    | .000 | .644      | .952       | .250                        | .888       | .868      | .882       | .000                    | .000 | .000  | .000       | .579                        | .858       | .000  | .906       | .907       |



City of Corona  
N/S: N Joy Street  
E/W: E Grand Boulevard  
Weather: Clear

File Name : 18\_COR\_N Joy\_E Gra PM  
Site Code : 99926153  
Start Date : 2/26/2026  
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   |      |           |            | 04:30 PM |            |           |            | 04:00 PM |      |      |      | 04:00 PM  |            |      |            |
|--------------|------------|------|-----------|------------|----------|------------|-----------|------------|----------|------|------|------|-----------|------------|------|------------|
| +0 mins.     | 85         | 0    | <b>33</b> | 118        | 0        | 117        | 72        | 189        | 0        | 0    | 0    | 0    | 19        | 134        | 0    | 153        |
| +15 mins.    | 88         | 0    | 26        | 114        | 0        | <b>152</b> | <b>93</b> | <b>245</b> | 0        | 0    | 0    | 0    | 23        | <b>180</b> | 0    | 203        |
| +30 mins.    | 88         | 0    | 13        | 101        | 0        | 143        | 80        | 223        | 0        | 0    | 0    | 0    | 29        | 153        | 0    | 182        |
| +45 mins.    | <b>100</b> | 0    | 22        | <b>122</b> | 0        | 142        | 81        | 223        | 0        | 0    | 0    | 0    | <b>54</b> | 151        | 0    | <b>205</b> |
| Total Volume | 361        | 0    | 94        | 455        | 0        | 554        | 326       | 880        | 0        | 0    | 0    | 0    | 125       | 618        | 0    | 743        |
| % App. Total | 79.3       | 0    | 20.7      |            | 0        | 63         | 37        |            | 0        | 0    | 0    | 0    | 16.8      | 83.2       | 0    |            |
| PHF          | .903       | .000 | .712      | .932       | .000     | .911       | .876      | .898       | .000     | .000 | .000 | .000 | .579      | .858       | .000 | .906       |

City of Corona  
N/S: N Joy Street  
E/W: E Grand Boulevard  
Weather: Clear

File Name : 18\_COR\_N Joy\_E Gra SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 1

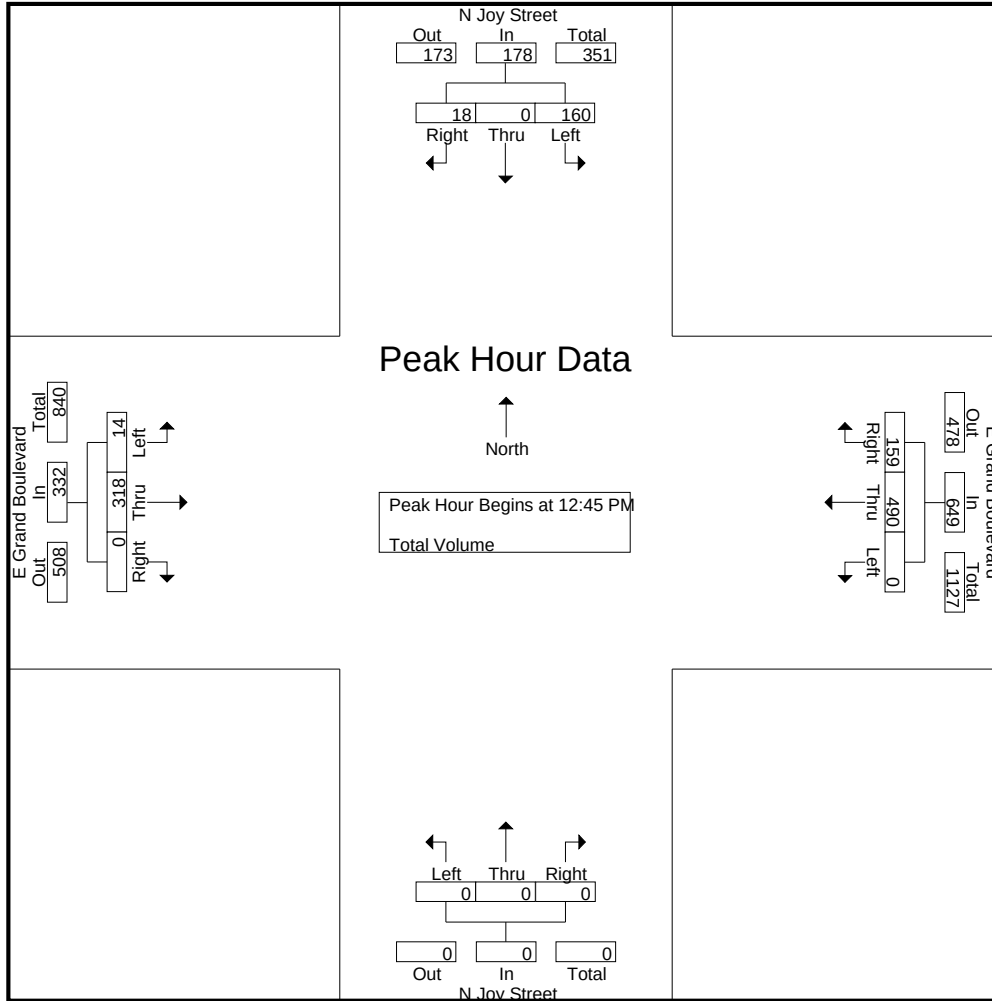
Groups Printed- Total Volume

|             | N Joy Street Southbound |      |       |            | E Grand Boulevard Westbound |      |       |            | N Joy Street Northbound |      |       |            | E Grand Boulevard Eastbound |      |       |            |            |
|-------------|-------------------------|------|-------|------------|-----------------------------|------|-------|------------|-------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------|
| Start Time  | Left                    | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                    | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Int. Total |
| 12:00 PM    | 36                      | 0    | 8     | 44         | 0                           | 96   | 48    | 144        | 0                       | 0    | 0     | 0          | 7                           | 74   | 0     | 81         | 269        |
| 12:15 PM    | 43                      | 0    | 5     | 48         | 0                           | 104  | 33    | 137        | 0                       | 0    | 0     | 0          | 6                           | 70   | 0     | 76         | 261        |
| 12:30 PM    | 41                      | 0    | 5     | 46         | 0                           | 123  | 38    | 161        | 0                       | 0    | 0     | 0          | 4                           | 64   | 0     | 68         | 275        |
| 12:45 PM    | 44                      | 0    | 5     | 49         | 0                           | 135  | 37    | 172        | 0                       | 0    | 0     | 0          | 3                           | 76   | 0     | 79         | 300        |
| Total       | 164                     | 0    | 23    | 187        | 0                           | 458  | 156   | 614        | 0                       | 0    | 0     | 0          | 20                          | 284  | 0     | 304        | 1105       |
| 01:00 PM    | 35                      | 0    | 8     | 43         | 0                           | 123  | 43    | 166        | 0                       | 0    | 0     | 0          | 5                           | 94   | 0     | 99         | 308        |
| 01:15 PM    | 35                      | 0    | 3     | 38         | 0                           | 112  | 40    | 152        | 0                       | 0    | 0     | 0          | 0                           | 70   | 0     | 70         | 260        |
| 01:30 PM    | 46                      | 0    | 2     | 48         | 0                           | 120  | 39    | 159        | 0                       | 0    | 0     | 0          | 6                           | 78   | 0     | 84         | 291        |
| 01:45 PM    | 35                      | 0    | 0     | 35         | 0                           | 127  | 30    | 157        | 0                       | 0    | 0     | 0          | 3                           | 70   | 0     | 73         | 265        |
| Total       | 151                     | 0    | 13    | 164        | 0                           | 482  | 152   | 634        | 0                       | 0    | 0     | 0          | 14                          | 312  | 0     | 326        | 1124       |
| Grand Total | 315                     | 0    | 36    | 351        | 0                           | 940  | 308   | 1248       | 0                       | 0    | 0     | 0          | 34                          | 596  | 0     | 630        | 2229       |
| Apprch %    | 89.7                    | 0    | 10.3  |            | 0                           | 75.3 | 24.7  |            | 0                       | 0    | 0     |            | 5.4                         | 94.6 | 0     |            |            |
| Total %     | 14.1                    | 0    | 1.6   | 15.7       | 0                           | 42.2 | 13.8  | 56         | 0                       | 0    | 0     | 0          | 1.5                         | 26.7 | 0     | 28.3       |            |

|                                                            | N Joy Street Southbound |      |       |            | E Grand Boulevard Westbound |      |       |            | N Joy Street Northbound |      |       |            | E Grand Boulevard Eastbound |      |       |            |            |
|------------------------------------------------------------|-------------------------|------|-------|------------|-----------------------------|------|-------|------------|-------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------|
| Start Time                                                 | Left                    | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                    | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1 |                         |      |       |            |                             |      |       |            |                         |      |       |            |                             |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 12:45 PM       |                         |      |       |            |                             |      |       |            |                         |      |       |            |                             |      |       |            |            |
| 12:45 PM                                                   | 44                      | 0    | 5     | 49         | 0                           | 135  | 37    | 172        | 0                       | 0    | 0     | 0          | 3                           | 76   | 0     | 79         | 300        |
| 01:00 PM                                                   | 35                      | 0    | 8     | 43         | 0                           | 123  | 43    | 166        | 0                       | 0    | 0     | 0          | 5                           | 94   | 0     | 99         | 308        |
| 01:15 PM                                                   | 35                      | 0    | 3     | 38         | 0                           | 112  | 40    | 152        | 0                       | 0    | 0     | 0          | 0                           | 70   | 0     | 70         | 260        |
| 01:30 PM                                                   | 46                      | 0    | 2     | 48         | 0                           | 120  | 39    | 159        | 0                       | 0    | 0     | 0          | 6                           | 78   | 0     | 84         | 291        |
| Total Volume                                               | 160                     | 0    | 18    | 178        | 0                           | 490  | 159   | 649        | 0                       | 0    | 0     | 0          | 14                          | 318  | 0     | 332        | 1159       |
| % App. Total                                               | 89.9                    | 0    | 10.1  |            | 0                           | 75.5 | 24.5  |            | 0                       | 0    | 0     |            | 4.2                         | 95.8 | 0     |            |            |
| PHF                                                        | .870                    | .000 | .563  | .908       | .000                        | .907 | .924  | .943       | .000                    | .000 | .000  | .000       | .583                        | .846 | .000  | .838       | .941       |

City of Corona  
N/S: N Joy Street  
E/W: E Grand Boulevard  
Weather: Clear

File Name : 18\_COR\_N Joy\_E Gra SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 12:00 PM |      |      |      | 12:30 PM |      |      |      | 12:00 PM |      |      |      | 12:45 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 36       | 0    | 8    | 44   | 0        | 123  | 38   | 161  | 0        | 0    | 0    | 0    | 3        | 76   | 0    | 79   |
| +15 mins.    | 43       | 0    | 5    | 48   | 0        | 135  | 37   | 172  | 0        | 0    | 0    | 0    | 5        | 94   | 0    | 99   |
| +30 mins.    | 41       | 0    | 5    | 46   | 0        | 123  | 43   | 166  | 0        | 0    | 0    | 0    | 0        | 70   | 0    | 70   |
| +45 mins.    | 44       | 0    | 5    | 49   | 0        | 112  | 40   | 152  | 0        | 0    | 0    | 0    | 6        | 78   | 0    | 84   |
| Total Volume | 164      | 0    | 23   | 187  | 0        | 493  | 158  | 651  | 0        | 0    | 0    | 0    | 14       | 318  | 0    | 332  |
| % App. Total | 87.7     | 0    | 12.3 |      | 0        | 75.7 | 24.3 |      | 0        | 0    | 0    | 0    | 4.2      | 95.8 | 0    |      |
| PHF          | .932     | .000 | .719 | .954 | .000     | .913 | .919 | .946 | .000     | .000 | .000 | .000 | .583     | .846 | .000 | .838 |

Location: Corona  
 N/S: N Joy Street  
 E/W: E Grand Boulevard



PEDESTRIANS

Date: 2/26/2026  
 Day: Thursday

|  |                | North Leg<br>N Joy Street | East Leg<br>E Grand Boulevard | South Leg<br>N Joy Street | West Leg<br>E Grand Boulevard |   |
|--|----------------|---------------------------|-------------------------------|---------------------------|-------------------------------|---|
|  |                | Pedestrians               | Pedestrians                   | Pedestrians               | Pedestrians                   |   |
|  | 6:30 AM        | 0                         | 0                             | 0                         | 0                             | 0 |
|  | 6:45 AM        | 0                         | 0                             | 0                         | 0                             | 0 |
|  | 7:00 AM        | 1                         | 0                             | 0                         | 0                             | 1 |
|  | 7:15 AM        | 0                         | 0                             | 0                         | 0                             | 0 |
|  | 7:30 AM        | 0                         | 0                             | 0                         | 0                             | 0 |
|  | 7:45 AM        | 0                         | 0                             | 0                         | 0                             | 0 |
|  | 8:00 AM        | 0                         | 0                             | 0                         | 0                             | 0 |
|  | 8:15 AM        | 0                         | 0                             | 0                         | 0                             | 0 |
|  | 8:30 AM        | 0                         | 0                             | 0                         | 0                             | 0 |
|  | 8:45 AM        | 0                         | 0                             | 0                         | 0                             | 0 |
|  | TOTAL VOLUMES: | 1                         | 0                             | 0                         | 0                             | 1 |

Date: 2/26/2026  
 Day: Thursday

|  |                | North Leg<br>N Joy Street | East Leg<br>E Grand Boulevard | South Leg<br>N Joy Street | West Leg<br>E Grand Boulevard |   |
|--|----------------|---------------------------|-------------------------------|---------------------------|-------------------------------|---|
|  |                | Pedestrians               | Pedestrians                   | Pedestrians               | Pedestrians                   |   |
|  | 4:00 PM        | 1                         | 0                             | 0                         | 0                             | 1 |
|  | 4:15 PM        | 1                         | 0                             | 0                         | 0                             | 1 |
|  | 4:30 PM        | 0                         | 0                             | 0                         | 0                             | 0 |
|  | 4:45 PM        | 0                         | 0                             | 0                         | 0                             | 0 |
|  | 5:00 PM        | 1                         | 0                             | 0                         | 0                             | 1 |
|  | 5:15 PM        | 1                         | 0                             | 0                         | 0                             | 1 |
|  | 5:30 PM        | 0                         | 0                             | 0                         | 0                             | 0 |
|  | 5:45 PM        | 0                         | 0                             | 0                         | 0                             | 0 |
|  | TOTAL VOLUMES: | 4                         | 0                             | 0                         | 0                             | 4 |

Date: 2/28/2026  
 Day: Saturday

|  |                | North Leg<br>N Joy Street | East Leg<br>E Grand Boulevard | South Leg<br>N Joy Street | West Leg<br>E Grand Boulevard |   |
|--|----------------|---------------------------|-------------------------------|---------------------------|-------------------------------|---|
|  |                | Pedestrians               | Pedestrians                   | Pedestrians               | Pedestrians                   |   |
|  | 12:00 PM       | 0                         | 0                             | 0                         | 0                             | 0 |
|  | 12:15 PM       | 0                         | 0                             | 0                         | 0                             | 0 |
|  | 12:30 PM       | 1                         | 0                             | 0                         | 0                             | 1 |
|  | 12:45 PM       | 0                         | 0                             | 0                         | 0                             | 0 |
|  | 1:00 PM        | 0                         | 0                             | 0                         | 0                             | 0 |
|  | 1:15 PM        | 0                         | 0                             | 0                         | 0                             | 0 |
|  | 1:30 PM        | 0                         | 0                             | 0                         | 0                             | 0 |
|  | 1:45 PM        | 0                         | 0                             | 0                         | 0                             | 0 |
|  | TOTAL VOLUMES: | 1                         | 0                             | 0                         | 0                             | 1 |

Location: Corona  
 N/S: N Joy Street  
 E/W: E Grand Boulevard



**BICYCLES**

Date: 2/26/2026  
 Day: Thursday

|                | Southbound<br>N Joy Street |      |       | Westbound<br>E Grand Boulevard |      |       | Northbound<br>N Joy Street |      |       | Eastbound<br>E Grand Boulevard |      |       |    |
|----------------|----------------------------|------|-------|--------------------------------|------|-------|----------------------------|------|-------|--------------------------------|------|-------|----|
|                | Left                       | Thru | Right | Left                           | Thru | Right | Left                       | Thru | Right | Left                           | Thru | Right |    |
| 6:30 AM        | 0                          | 0    | 0     | 0                              | 0    | 1     | 0                          | 0    | 0     | 0                              | 0    | 0     | 1  |
| 6:45 AM        | 0                          | 0    | 0     | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                              | 0    | 0     | 0  |
| 7:00 AM        | 0                          | 0    | 0     | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                              | 0    | 0     | 0  |
| 7:15 AM        | 0                          | 0    | 0     | 0                              | 1    | 1     | 0                          | 0    | 0     | 0                              | 1    | 0     | 3  |
| 7:30 AM        | 0                          | 0    | 0     | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                              | 0    | 0     | 0  |
| 7:45 AM        | 1                          | 0    | 0     | 0                              | 0    | 2     | 0                          | 0    | 0     | 0                              | 0    | 0     | 3  |
| 8:00 AM        | 0                          | 0    | 0     | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                              | 1    | 0     | 1  |
| 8:15 AM        | 0                          | 0    | 0     | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                              | 1    | 0     | 1  |
| 8:30 AM        | 0                          | 0    | 0     | 0                              | 0    | 2     | 0                          | 0    | 0     | 0                              | 0    | 0     | 2  |
| 8:45 AM        | 0                          | 0    | 0     | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                              | 0    | 0     | 0  |
| TOTAL VOLUMES: | 1                          | 0    | 0     | 0                              | 1    | 6     | 0                          | 0    | 0     | 0                              | 3    | 0     | 11 |

Date: 2/26/2026  
 Day: Thursday

|                | Southbound<br>N Joy Street |      |       | Westbound<br>E Grand Boulevard |      |       | Northbound<br>N Joy Street |      |       | Eastbound<br>E Grand Boulevard |      |       |    |
|----------------|----------------------------|------|-------|--------------------------------|------|-------|----------------------------|------|-------|--------------------------------|------|-------|----|
|                | Left                       | Thru | Right | Left                           | Thru | Right | Left                       | Thru | Right | Left                           | Thru | Right |    |
| 4:00 PM        | 0                          | 0    | 0     | 0                              | 0    | 1     | 0                          | 0    | 0     | 0                              | 0    | 0     | 1  |
| 4:15 PM        | 1                          | 0    | 0     | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                              | 0    | 0     | 1  |
| 4:30 PM        | 0                          | 0    | 0     | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                              | 0    | 0     | 0  |
| 4:45 PM        | 0                          | 0    | 0     | 0                              | 0    | 1     | 0                          | 0    | 0     | 0                              | 2    | 0     | 3  |
| 5:00 PM        | 0                          | 0    | 0     | 0                              | 0    | 1     | 0                          | 0    | 0     | 0                              | 1    | 0     | 2  |
| 5:15 PM        | 0                          | 0    | 0     | 0                              | 1    | 0     | 0                          | 0    | 0     | 0                              | 0    | 0     | 1  |
| 5:30 PM        | 0                          | 0    | 0     | 0                              | 0    | 1     | 0                          | 0    | 0     | 0                              | 1    | 0     | 2  |
| 5:45 PM        | 1                          | 0    | 0     | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                              | 0    | 0     | 1  |
| TOTAL VOLUMES: | 2                          | 0    | 0     | 0                              | 1    | 4     | 0                          | 0    | 0     | 0                              | 4    | 0     | 11 |

Date: 2/28/2026  
 Day: Saturday

|                | Southbound<br>N Joy Street |      |       | Westbound<br>E Grand Boulevard |      |       | Northbound<br>N Joy Street |      |       | Eastbound<br>E Grand Boulevard |      |       |   |
|----------------|----------------------------|------|-------|--------------------------------|------|-------|----------------------------|------|-------|--------------------------------|------|-------|---|
|                | Left                       | Thru | Right | Left                           | Thru | Right | Left                       | Thru | Right | Left                           | Thru | Right |   |
| 12:00 PM       | 1                          | 0    | 0     | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                              | 0    | 0     | 1 |
| 12:15 PM       | 0                          | 0    | 0     | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                              | 0    | 0     | 0 |
| 12:30 PM       | 0                          | 0    | 0     | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                              | 0    | 0     | 0 |
| 12:45 PM       | 0                          | 0    | 0     | 0                              | 0    | 1     | 0                          | 0    | 0     | 0                              | 0    | 0     | 1 |
| 1:00 PM        | 0                          | 0    | 0     | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                              | 3    | 0     | 3 |
| 1:15 PM        | 0                          | 0    | 0     | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                              | 1    | 0     | 1 |
| 1:30 PM        | 0                          | 0    | 0     | 0                              | 0    | 1     | 0                          | 0    | 0     | 0                              | 0    | 0     | 1 |
| 1:45 PM        | 1                          | 0    | 0     | 0                              | 0    | 0     | 0                          | 0    | 0     | 0                              | 0    | 0     | 1 |
| TOTAL VOLUMES: | 2                          | 0    | 0     | 0                              | 0    | 2     | 0                          | 0    | 0     | 0                              | 4    | 0     | 8 |

City of Corona  
N/S: E Grand Boulevard  
E/W: E 8th Street/Fullerton Avenue  
Weather: Clear

File Name : 19\_COR\_E Gra\_Ful AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

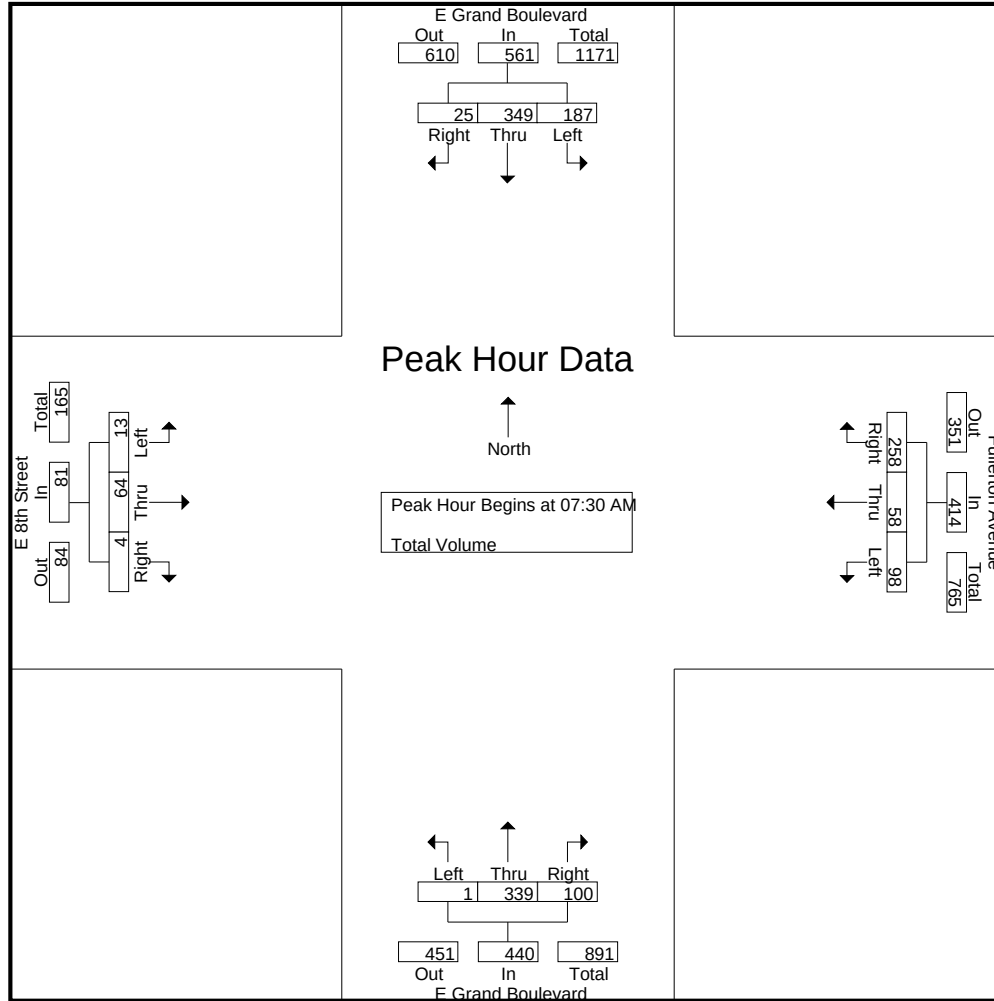
Groups Printed- Total Volume

|             | E Grand Boulevard<br>Southbound |      |       |            | Fullerton Avenue<br>Westbound |      |       |            | E Grand Boulevard<br>Northbound |      |       |            | E 8th Street<br>Eastbound |      |       |            |            |
|-------------|---------------------------------|------|-------|------------|-------------------------------|------|-------|------------|---------------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time  | Left                            | Thru | Right | App. Total | Left                          | Thru | Right | App. Total | Left                            | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. Total |
| 06:30 AM    | 5                               | 21   | 3     | 29         | 4                             | 6    | 22    | 32         | 0                               | 31   | 2     | 33         | 1                         | 4    | 0     | 5          | 99         |
| 06:45 AM    | 12                              | 28   | 3     | 43         | 6                             | 6    | 30    | 42         | 1                               | 36   | 4     | 41         | 1                         | 4    | 0     | 5          | 131        |
| Total       | 17                              | 49   | 6     | 72         | 10                            | 12   | 52    | 74         | 1                               | 67   | 6     | 74         | 2                         | 8    | 0     | 10         | 230        |
| 07:00 AM    | 20                              | 30   | 4     | 54         | 5                             | 8    | 41    | 54         | 0                               | 45   | 10    | 55         | 4                         | 4    | 0     | 8          | 171        |
| 07:15 AM    | 24                              | 61   | 3     | 88         | 12                            | 10   | 49    | 71         | 0                               | 44   | 14    | 58         | 2                         | 8    | 2     | 12         | 229        |
| 07:30 AM    | 51                              | 85   | 4     | 140        | 33                            | 14   | 70    | 117        | 1                               | 84   | 34    | 119        | 1                         | 13   | 0     | 14         | 390        |
| 07:45 AM    | 36                              | 95   | 10    | 141        | 33                            | 16   | 51    | 100        | 0                               | 102  | 41    | 143        | 6                         | 21   | 0     | 27         | 411        |
| Total       | 131                             | 271  | 21    | 423        | 83                            | 48   | 211   | 342        | 1                               | 275  | 99    | 375        | 13                        | 46   | 2     | 61         | 1201       |
| 08:00 AM    | 50                              | 82   | 9     | 141        | 11                            | 9    | 69    | 89         | 0                               | 83   | 13    | 96         | 3                         | 17   | 2     | 22         | 348        |
| 08:15 AM    | 50                              | 87   | 2     | 139        | 21                            | 19   | 68    | 108        | 0                               | 70   | 12    | 82         | 3                         | 13   | 2     | 18         | 347        |
| 08:30 AM    | 39                              | 88   | 8     | 135        | 16                            | 13   | 80    | 109        | 2                               | 83   | 9     | 94         | 2                         | 8    | 0     | 10         | 348        |
| 08:45 AM    | 25                              | 39   | 2     | 66         | 7                             | 12   | 44    | 63         | 0                               | 78   | 7     | 85         | 6                         | 6    | 0     | 12         | 226        |
| Total       | 164                             | 296  | 21    | 481        | 55                            | 53   | 261   | 369        | 2                               | 314  | 41    | 357        | 14                        | 44   | 4     | 62         | 1269       |
| Grand Total | 312                             | 616  | 48    | 976        | 148                           | 113  | 524   | 785        | 4                               | 656  | 146   | 806        | 29                        | 98   | 6     | 133        | 2700       |
| Apprch %    | 32                              | 63.1 | 4.9   |            | 18.9                          | 14.4 | 66.8  |            | 0.5                             | 81.4 | 18.1  |            | 21.8                      | 73.7 | 4.5   |            |            |
| Total %     | 11.6                            | 22.8 | 1.8   | 36.1       | 5.5                           | 4.2  | 19.4  | 29.1       | 0.1                             | 24.3 | 5.4   | 29.9       | 1.1                       | 3.6  | 0.2   | 4.9        |            |

|                                                            | E Grand Boulevard<br>Southbound |           |           |            | Fullerton Avenue<br>Westbound |           |           |            | E Grand Boulevard<br>Northbound |            |           |            | E 8th Street<br>Eastbound |           |       |            |            |
|------------------------------------------------------------|---------------------------------|-----------|-----------|------------|-------------------------------|-----------|-----------|------------|---------------------------------|------------|-----------|------------|---------------------------|-----------|-------|------------|------------|
| Start Time                                                 | Left                            | Thru      | Right     | App. Total | Left                          | Thru      | Right     | App. Total | Left                            | Thru       | Right     | App. Total | Left                      | Thru      | Right | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1 |                                 |           |           |            |                               |           |           |            |                                 |            |           |            |                           |           |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                                 |           |           |            |                               |           |           |            |                                 |            |           |            |                           |           |       |            |            |
| 07:30 AM                                                   | <b>51</b>                       | 85        | 4         | 140        | <b>33</b>                     | 14        | <b>70</b> | <b>117</b> | <b>1</b>                        | 84         | 34        | 119        | <b>1</b>                  | 13        | 0     | 14         | 390        |
| 07:45 AM                                                   | 36                              | <b>95</b> | <b>10</b> | <b>141</b> | 33                            | 16        | 51        | 100        | 0                               | <b>102</b> | <b>41</b> | <b>143</b> | <b>6</b>                  | <b>21</b> | 0     | <b>27</b>  | <b>411</b> |
| 08:00 AM                                                   | 50                              | 82        | 9         | 141        | 11                            | 9         | 69        | 89         | 0                               | 83         | 13        | 96         | 3                         | 17        | 2     | 22         | 348        |
| 08:15 AM                                                   | 50                              | 87        | 2         | 139        | 21                            | <b>19</b> | 68        | 108        | 0                               | 70         | 12        | 82         | 3                         | 13        | 2     | 18         | 347        |
| Total Volume                                               | 187                             | 349       | 25        | 561        | 98                            | 58        | 258       | 414        | 1                               | 339        | 100       | 440        | 13                        | 64        | 4     | 81         | 1496       |
| % App. Total                                               | 33.3                            | 62.2      | 4.5       |            | 23.7                          | 14        | 62.3      |            | 0.2                             | 77         | 22.7      |            | 16                        | 79        | 4.9   |            |            |
| PHF                                                        | .917                            | .918      | .625      | .995       | .742                          | .763      | .921      | .885       | .250                            | .831       | .610      | .769       | .542                      | .762      | .500  | .750       | .910       |

City of Corona  
N/S: E Grand Boulevard  
E/W: E 8th Street/Fullerton Avenue  
Weather: Clear

File Name : 19\_COR\_E Gra\_Ful AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



Peak Hour Analysis From 06:30 AM to 08:45 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.     | 51       | 85   | 4    | 140  | 33       | 14   | 70   | 117  | 1        | 84   | 34   | 119  | 1        | 13   | 0    | 14   |
| +15 mins.    | 36       | 95   | 10   | 141  | 33       | 16   | 51   | 100  | 0        | 102  | 41   | 143  | 6        | 21   | 0    | 27   |
| +30 mins.    | 50       | 82   | 9    | 141  | 11       | 9    | 69   | 89   | 0        | 83   | 13   | 96   | 3        | 17   | 2    | 22   |
| +45 mins.    | 50       | 87   | 2    | 139  | 21       | 19   | 68   | 108  | 0        | 70   | 12   | 82   | 3        | 13   | 2    | 18   |
| Total Volume | 187      | 349  | 25   | 561  | 98       | 58   | 258  | 414  | 1        | 339  | 100  | 440  | 13       | 64   | 4    | 81   |
| % App. Total | 33.3     | 62.2 | 4.5  |      | 23.7     | 14   | 62.3 |      | 0.2      | 77   | 22.7 |      | 16       | 79   | 4.9  |      |
| PHF          | .917     | .918 | .625 | .995 | .742     | .763 | .921 | .885 | .250     | .831 | .610 | .769 | .542     | .762 | .500 | .750 |

City of Corona  
N/S: E Grand Boulevard  
E/W: E 8th Street/Fullerton Avenue  
Weather: Clear

File Name : 19\_COR\_E Gra\_Ful PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

Groups Printed- Total Volume

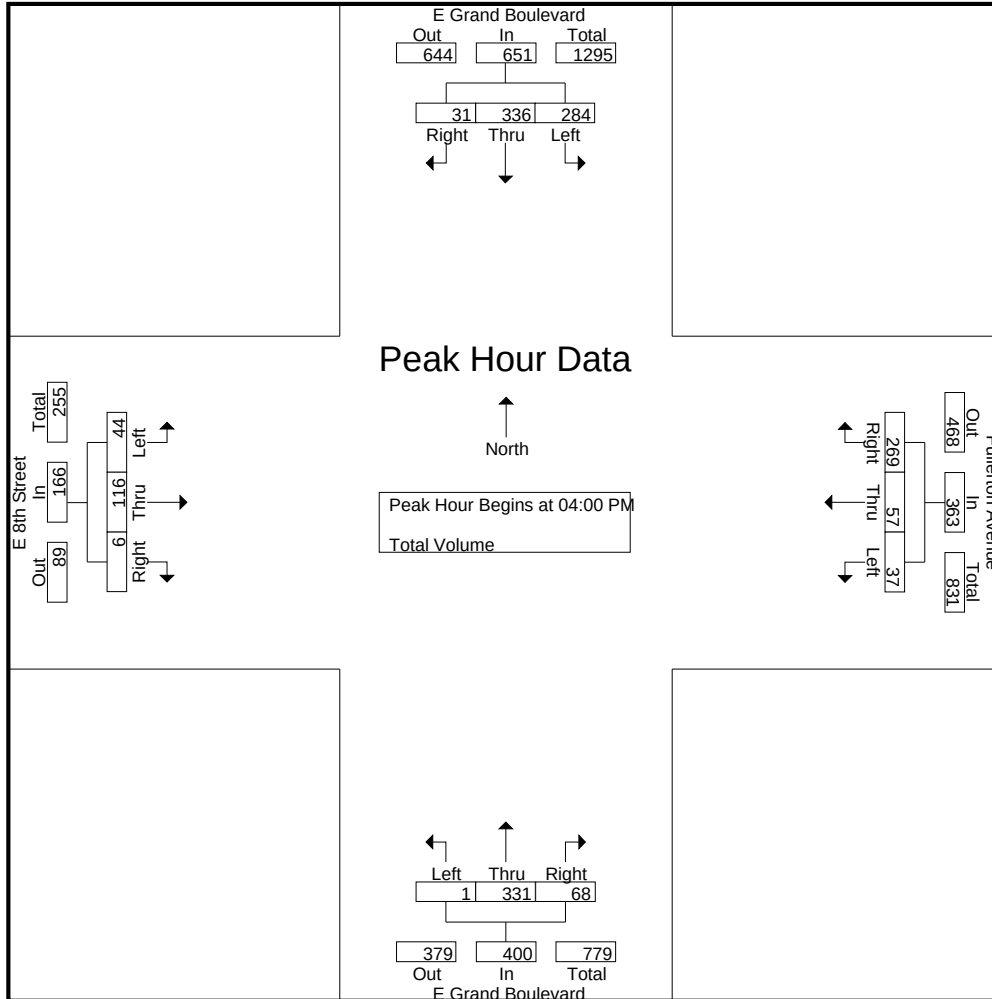
|             | E Grand Boulevard Southbound |      |       |            | Fullerton Avenue Westbound |      |       |            | E Grand Boulevard Northbound |      |       |            | E 8th Street Eastbound |      |       |            |            |
|-------------|------------------------------|------|-------|------------|----------------------------|------|-------|------------|------------------------------|------|-------|------------|------------------------|------|-------|------------|------------|
| Start Time  | Left                         | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Left                         | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Int. Total |
| 04:00 PM    | 74                           | 92   | 7     | 173        | 13                         | 24   | 74    | 111        | 0                            | 89   | 19    | 108        | 7                      | 31   | 1     | 39         | 431        |
| 04:15 PM    | 64                           | 89   | 10    | 163        | 11                         | 15   | 66    | 92         | 1                            | 81   | 18    | 100        | 15                     | 35   | 1     | 51         | 406        |
| 04:30 PM    | 71                           | 79   | 9     | 159        | 8                          | 9    | 63    | 80         | 0                            | 71   | 10    | 81         | 13                     | 26   | 2     | 41         | 361        |
| 04:45 PM    | 75                           | 76   | 5     | 156        | 5                          | 9    | 66    | 80         | 0                            | 90   | 21    | 111        | 9                      | 24   | 2     | 35         | 382        |
| Total       | 284                          | 336  | 31    | 651        | 37                         | 57   | 269   | 363        | 1                            | 331  | 68    | 400        | 44                     | 116  | 6     | 166        | 1580       |
| 05:00 PM    | 73                           | 78   | 2     | 153        | 6                          | 9    | 57    | 72         | 1                            | 72   | 16    | 89         | 9                      | 24   | 0     | 33         | 347        |
| 05:15 PM    | 81                           | 87   | 4     | 172        | 9                          | 8    | 55    | 72         | 0                            | 103  | 11    | 114        | 4                      | 27   | 0     | 31         | 389        |
| 05:30 PM    | 67                           | 79   | 8     | 154        | 10                         | 12   | 44    | 66         | 0                            | 81   | 26    | 107        | 9                      | 11   | 0     | 20         | 347        |
| 05:45 PM    | 81                           | 83   | 7     | 171        | 8                          | 12   | 42    | 62         | 1                            | 71   | 7     | 79         | 3                      | 24   | 1     | 28         | 340        |
| Total       | 302                          | 327  | 21    | 650        | 33                         | 41   | 198   | 272        | 2                            | 327  | 60    | 389        | 25                     | 86   | 1     | 112        | 1423       |
| Grand Total | 586                          | 663  | 52    | 1301       | 70                         | 98   | 467   | 635        | 3                            | 658  | 128   | 789        | 69                     | 202  | 7     | 278        | 3003       |
| Apprch %    | 45                           | 51   | 4     |            | 11                         | 15.4 | 73.5  |            | 0.4                          | 83.4 | 16.2  |            | 24.8                   | 72.7 | 2.5   |            |            |
| Total %     | 19.5                         | 22.1 | 1.7   | 43.3       | 2.3                        | 3.3  | 15.6  | 21.1       | 0.1                          | 21.9 | 4.3   | 26.3       | 2.3                    | 6.7  | 0.2   | 9.3        |            |

|                                                            | E Grand Boulevard Southbound |           |           |            | Fullerton Avenue Westbound |           |           |            | E Grand Boulevard Northbound |           |           |            | E 8th Street Eastbound |           |          |            |            |
|------------------------------------------------------------|------------------------------|-----------|-----------|------------|----------------------------|-----------|-----------|------------|------------------------------|-----------|-----------|------------|------------------------|-----------|----------|------------|------------|
| Start Time                                                 | Left                         | Thru      | Right     | App. Total | Left                       | Thru      | Right     | App. Total | Left                         | Thru      | Right     | App. Total | Left                   | Thru      | Right    | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                              |           |           |            |                            |           |           |            |                              |           |           |            |                        |           |          |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |                              |           |           |            |                            |           |           |            |                              |           |           |            |                        |           |          |            |            |
| 04:00 PM                                                   | 74                           | <b>92</b> | 7         | <b>173</b> | <b>13</b>                  | <b>24</b> | <b>74</b> | <b>111</b> | 0                            | 89        | 19        | 108        | 7                      | 31        | 1        | 39         | <b>431</b> |
| 04:15 PM                                                   | 64                           | 89        | <b>10</b> | 163        | 11                         | 15        | 66        | 92         | <b>1</b>                     | 81        | 18        | 100        | <b>15</b>              | <b>35</b> | <b>1</b> | <b>51</b>  | 406        |
| 04:30 PM                                                   | 71                           | 79        | 9         | 159        | 8                          | 9         | 63        | 80         | 0                            | 71        | 10        | 81         | 13                     | 26        | <b>2</b> | 41         | 361        |
| 04:45 PM                                                   | <b>75</b>                    | 76        | 5         | 156        | 5                          | 9         | 66        | 80         | 0                            | <b>90</b> | <b>21</b> | <b>111</b> | 9                      | 24        | 2        | 35         | 382        |
| Total Volume                                               | 284                          | 336       | 31        | 651        | 37                         | 57        | 269       | 363        | 1                            | 331       | 68        | 400        | 44                     | 116       | 6        | 166        | 1580       |
| % App. Total                                               | 43.6                         | 51.6      | 4.8       |            | 10.2                       | 15.7      | 74.1      |            | 0.2                          | 82.8      | 17        |            | 26.5                   | 69.9      | 3.6      |            |            |
| PHF                                                        | .947                         | .913      | .775      | .941       | .712                       | .594      | .909      | .818       | .250                         | .919      | .810      | .901       | .733                   | .829      | .750     | .814       | .916       |



City of Corona  
N/S: E Grand Boulevard  
E/W: E 8th Street/Fullerton Avenue  
Weather: Clear

File Name : 19\_COR\_E Gra\_Ful PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



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

|              | 04:00 PM |      |      |      | 04:00 PM |      |      |      | 04:45 PM |      |      |      | 04:00 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 74       | 92   | 7    | 173  | 13       | 24   | 74   | 111  | 0        | 90   | 21   | 111  | 7        | 31   | 1    | 39   |
| +15 mins.    | 64       | 89   | 10   | 163  | 11       | 15   | 66   | 92   | 1        | 72   | 16   | 89   | 15       | 35   | 1    | 51   |
| +30 mins.    | 71       | 79   | 9    | 159  | 8        | 9    | 63   | 80   | 0        | 103  | 11   | 114  | 13       | 26   | 2    | 41   |
| +45 mins.    | 75       | 76   | 5    | 156  | 5        | 9    | 66   | 80   | 0        | 81   | 26   | 107  | 9        | 24   | 2    | 35   |
| Total Volume | 284      | 336  | 31   | 651  | 37       | 57   | 269  | 363  | 1        | 346  | 74   | 421  | 44       | 116  | 6    | 166  |
| % App. Total | 43.6     | 51.6 | 4.8  |      | 10.2     | 15.7 | 74.1 |      | 0.2      | 82.2 | 17.6 |      | 26.5     | 69.9 | 3.6  |      |
| PHF          | .947     | .913 | .775 | .941 | .712     | .594 | .909 | .818 | .250     | .840 | .712 | .923 | .733     | .829 | .750 | .814 |

City of Corona  
N/S: E Grand Boulevard  
E/W: E 8th Street/Fullerton Avenue  
Weather: Clear

File Name : 19\_COR\_E Gra\_Ful SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 1

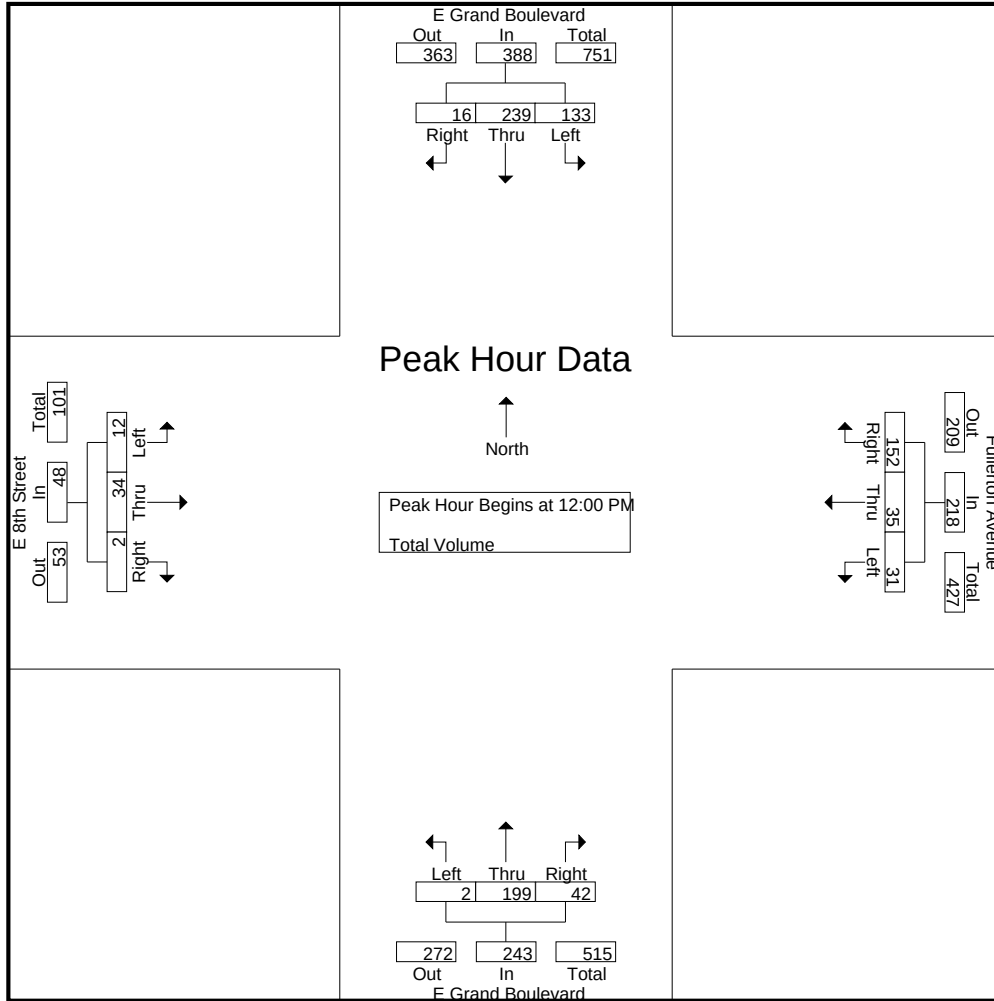
Groups Printed- Total Volume

|             | E Grand Boulevard<br>Southbound |      |       |            | Fullerton Avenue<br>Westbound |      |       |            | E Grand Boulevard<br>Northbound |      |       |            | E 8th Street<br>Eastbound |      |       |            |            |
|-------------|---------------------------------|------|-------|------------|-------------------------------|------|-------|------------|---------------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time  | Left                            | Thru | Right | App. Total | Left                          | Thru | Right | App. Total | Left                            | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. Total |
| 12:00 PM    | 39                              | 67   | 1     | 107        | 9                             | 7    | 36    | 52         | 0                               | 52   | 9     | 61         | 2                         | 5    | 0     | 7          | 227        |
| 12:15 PM    | 32                              | 52   | 7     | 91         | 7                             | 12   | 44    | 63         | 1                               | 50   | 12    | 63         | 5                         | 10   | 1     | 16         | 233        |
| 12:30 PM    | 36                              | 60   | 1     | 97         | 9                             | 5    | 45    | 59         | 0                               | 58   | 6     | 64         | 1                         | 7    | 0     | 8          | 228        |
| 12:45 PM    | 26                              | 60   | 7     | 93         | 6                             | 11   | 27    | 44         | 1                               | 39   | 15    | 55         | 4                         | 12   | 1     | 17         | 209        |
| Total       | 133                             | 239  | 16    | 388        | 31                            | 35   | 152   | 218        | 2                               | 199  | 42    | 243        | 12                        | 34   | 2     | 48         | 897        |
| 01:00 PM    | 29                              | 58   | 5     | 92         | 9                             | 6    | 32    | 47         | 4                               | 47   | 11    | 62         | 3                         | 3    | 3     | 9          | 210        |
| 01:15 PM    | 35                              | 55   | 4     | 94         | 13                            | 3    | 41    | 57         | 0                               | 60   | 13    | 73         | 5                         | 18   | 0     | 23         | 247        |
| 01:30 PM    | 20                              | 46   | 7     | 73         | 6                             | 10   | 23    | 39         | 0                               | 48   | 4     | 52         | 4                         | 11   | 0     | 15         | 179        |
| 01:45 PM    | 28                              | 51   | 3     | 82         | 5                             | 12   | 27    | 44         | 1                               | 55   | 5     | 61         | 5                         | 12   | 0     | 17         | 204        |
| Total       | 112                             | 210  | 19    | 341        | 33                            | 31   | 123   | 187        | 5                               | 210  | 33    | 248        | 17                        | 44   | 3     | 64         | 840        |
| Grand Total | 245                             | 449  | 35    | 729        | 64                            | 66   | 275   | 405        | 7                               | 409  | 75    | 491        | 29                        | 78   | 5     | 112        | 1737       |
| Apprch %    | 33.6                            | 61.6 | 4.8   |            | 15.8                          | 16.3 | 67.9  |            | 1.4                             | 83.3 | 15.3  |            | 25.9                      | 69.6 | 4.5   |            |            |
| Total %     | 14.1                            | 25.8 | 2     | 42         | 3.7                           | 3.8  | 15.8  | 23.3       | 0.4                             | 23.5 | 4.3   | 28.3       | 1.7                       | 4.5  | 0.3   | 6.4        |            |

|                                                            | E Grand Boulevard<br>Southbound |           |          |            | Fullerton Avenue<br>Westbound |           |           |            | E Grand Boulevard<br>Northbound |           |           |            | E 8th Street<br>Eastbound |           |          |            |            |
|------------------------------------------------------------|---------------------------------|-----------|----------|------------|-------------------------------|-----------|-----------|------------|---------------------------------|-----------|-----------|------------|---------------------------|-----------|----------|------------|------------|
| Start Time                                                 | Left                            | Thru      | Right    | App. Total | Left                          | Thru      | Right     | App. Total | Left                            | Thru      | Right     | App. Total | Left                      | Thru      | Right    | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1 |                                 |           |          |            |                               |           |           |            |                                 |           |           |            |                           |           |          |            |            |
| Peak Hour for Entire Intersection Begins at 12:00 PM       |                                 |           |          |            |                               |           |           |            |                                 |           |           |            |                           |           |          |            |            |
| 12:00 PM                                                   | <b>39</b>                       | <b>67</b> | <b>1</b> | <b>107</b> | <b>9</b>                      | 7         | 36        | 52         | 0                               | 52        | 9         | 61         | 2                         | 5         | 0        | 7          | 227        |
| 12:15 PM                                                   | 32                              | 52        | <b>7</b> | 91         | 7                             | <b>12</b> | 44        | <b>63</b>  | <b>1</b>                        | 50        | 12        | 63         | <b>5</b>                  | 10        | <b>1</b> | 16         | <b>233</b> |
| 12:30 PM                                                   | 36                              | 60        | 1        | 97         | 9                             | 5         | <b>45</b> | 59         | 0                               | <b>58</b> | 6         | <b>64</b>  | 1                         | 7         | 0        | 8          | 228        |
| 12:45 PM                                                   | 26                              | 60        | 7        | 93         | 6                             | 11        | 27        | 44         | 1                               | 39        | <b>15</b> | 55         | 4                         | <b>12</b> | <b>1</b> | <b>17</b>  | 209        |
| Total Volume                                               | 133                             | 239       | 16       | 388        | 31                            | 35        | 152       | 218        | 2                               | 199       | 42        | 243        | 12                        | 34        | 2        | 48         | 897        |
| % App. Total                                               | 34.3                            | 61.6      | 4.1      |            | 14.2                          | 16.1      | 69.7      |            | 0.8                             | 81.9      | 17.3      |            | 25                        | 70.8      | 4.2      |            |            |
| PHF                                                        | .853                            | .892      | .571     | .907       | .861                          | .729      | .844      | .865       | .500                            | .858      | .700      | .949       | .600                      | .708      | .500     | .706       | .962       |

City of Corona  
N/S: E Grand Boulevard  
E/W: E 8th Street/Fullerton Avenue  
Weather: Clear

File Name : 19\_COR\_E Gra\_Ful SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 12:00 PM |      |      |      | 12:00 PM |      |      |      | 12:30 PM |      |      |      | 12:45 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 39       | 67   | 1    | 107  | 9        | 7    | 36   | 52   | 0        | 58   | 6    | 64   | 4        | 12   | 1    | 17   |
| +15 mins.    | 32       | 52   | 7    | 91   | 7        | 12   | 44   | 63   | 1        | 39   | 15   | 55   | 3        | 3    | 3    | 9    |
| +30 mins.    | 36       | 60   | 1    | 97   | 9        | 5    | 45   | 59   | 4        | 47   | 11   | 62   | 5        | 18   | 0    | 23   |
| +45 mins.    | 26       | 60   | 7    | 93   | 6        | 11   | 27   | 44   | 0        | 60   | 13   | 73   | 4        | 11   | 0    | 15   |
| Total Volume | 133      | 239  | 16   | 388  | 31       | 35   | 152  | 218  | 5        | 204  | 45   | 254  | 16       | 44   | 4    | 64   |
| % App. Total | 34.3     | 61.6 | 4.1  |      | 14.2     | 16.1 | 69.7 |      | 2        | 80.3 | 17.7 |      | 25       | 68.8 | 6.2  |      |
| PHF          | .853     | .892 | .571 | .907 | .861     | .729 | .844 | .865 | .313     | .850 | .750 | .870 | .800     | .611 | .333 | .696 |

Location: Corona  
N/S: E Grand Boulevard  
E/W: E 8th St/Fullerton Ave



PEDESTRIANS

Date: 2/26/2026  
Day: Thursday

|                |         | North Leg<br>E Grand Boulevard | East Leg<br>Fullerton Avenue | South Leg<br>E Grand Boulevard | West Leg<br>E 8th Street |   |
|----------------|---------|--------------------------------|------------------------------|--------------------------------|--------------------------|---|
|                |         | Pedestrians                    | Pedestrians                  | Pedestrians                    | Pedestrians              |   |
|                | 6:30 AM | 0                              | 0                            | 0                              | 0                        | 0 |
|                | 6:45 AM | 0                              | 0                            | 0                              | 0                        | 0 |
|                | 7:00 AM | 0                              | 0                            | 0                              | 0                        | 0 |
|                | 7:15 AM | 0                              | 0                            | 0                              | 0                        | 0 |
|                | 7:30 AM | 0                              | 0                            | 0                              | 0                        | 0 |
|                | 7:45 AM | 0                              | 0                            | 0                              | 0                        | 0 |
|                | 8:00 AM | 0                              | 0                            | 0                              | 0                        | 0 |
|                | 8:15 AM | 0                              | 0                            | 0                              | 0                        | 0 |
|                | 8:30 AM | 0                              | 0                            | 0                              | 0                        | 0 |
|                | 8:45 AM | 0                              | 0                            | 0                              | 0                        | 0 |
| TOTAL VOLUMES: |         | 0                              | 0                            | 0                              | 0                        | 0 |

Date: 2/26/2026  
Day: Thursday

|                |         | North Leg<br>E Grand Boulevard | East Leg<br>Fullerton Avenue | South Leg<br>E Grand Boulevard | West Leg<br>E 8th Street |   |
|----------------|---------|--------------------------------|------------------------------|--------------------------------|--------------------------|---|
|                |         | Pedestrians                    | Pedestrians                  | Pedestrians                    | Pedestrians              |   |
|                | 4:00 PM | 0                              | 0                            | 0                              | 0                        | 0 |
|                | 4:15 PM | 0                              | 0                            | 0                              | 0                        | 0 |
|                | 4:30 PM | 0                              | 0                            | 0                              | 0                        | 0 |
|                | 4:45 PM | 0                              | 0                            | 0                              | 0                        | 0 |
|                | 5:00 PM | 0                              | 0                            | 0                              | 0                        | 0 |
|                | 5:15 PM | 0                              | 0                            | 0                              | 0                        | 0 |
|                | 5:30 PM | 0                              | 0                            | 0                              | 0                        | 0 |
|                | 5:45 PM | 0                              | 0                            | 0                              | 0                        | 0 |
| TOTAL VOLUMES: |         | 0                              | 0                            | 0                              | 0                        | 0 |

Date: 2/28/2026  
Day: Saturday

|                |          | North Leg<br>E Grand Boulevard | East Leg<br>Fullerton Avenue | South Leg<br>E Grand Boulevard | West Leg<br>E 8th Street |   |
|----------------|----------|--------------------------------|------------------------------|--------------------------------|--------------------------|---|
|                |          | Pedestrians                    | Pedestrians                  | Pedestrians                    | Pedestrians              |   |
|                | 12:00 PM | 0                              | 0                            | 0                              | 0                        | 0 |
|                | 12:15 PM | 0                              | 0                            | 0                              | 0                        | 0 |
|                | 12:30 PM | 0                              | 0                            | 0                              | 0                        | 0 |
|                | 12:45 PM | 0                              | 0                            | 0                              | 0                        | 0 |
|                | 1:00 PM  | 0                              | 0                            | 0                              | 0                        | 0 |
|                | 1:15 PM  | 0                              | 0                            | 0                              | 0                        | 0 |
|                | 1:30 PM  | 0                              | 0                            | 0                              | 0                        | 0 |
|                | 1:45 PM  | 0                              | 0                            | 0                              | 0                        | 0 |
| TOTAL VOLUMES: |          | 0                              | 0                            | 0                              | 0                        | 0 |

Location: Corona  
N/S: E Grand Boulevard  
E/W: E 8th St/Fullerton Ave



**BICYCLES**

Date: 2/26/2026  
Day: Thursday

|                | Southbound<br>E Grand Boulevard |      |       | Westbound<br>Fullerton Avenue |      |       | Northbound<br>E Grand Boulevard |      |       | Eastbound<br>E 8th Street |      |       |   |
|----------------|---------------------------------|------|-------|-------------------------------|------|-------|---------------------------------|------|-------|---------------------------|------|-------|---|
|                | Left                            | Thru | Right | Left                          | Thru | Right | Left                            | Thru | Right | Left                      | Thru | Right |   |
| 6:30 AM        | 0                               | 0    | 0     | 0                             | 0    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 0 |
| 6:45 AM        | 0                               | 0    | 0     | 0                             | 0    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 0 |
| 7:00 AM        | 0                               | 0    | 0     | 0                             | 0    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 0 |
| 7:15 AM        | 0                               | 1    | 0     | 0                             | 0    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 1 |
| 7:30 AM        | 0                               | 0    | 0     | 0                             | 0    | 0     | 0                               | 0    | 0     | 0                         | 1    | 0     | 1 |
| 7:45 AM        | 0                               | 0    | 0     | 0                             | 0    | 0     | 0                               | 0    | 0     | 0                         | 1    | 0     | 1 |
| 8:00 AM        | 0                               | 0    | 0     | 0                             | 0    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 0 |
| 8:15 AM        | 0                               | 0    | 0     | 0                             | 0    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 0 |
| 8:30 AM        | 0                               | 0    | 0     | 0                             | 0    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 0 |
| 8:45 AM        | 0                               | 0    | 0     | 0                             | 0    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 0 |
| TOTAL VOLUMES: | 0                               | 1    | 0     | 0                             | 0    | 0     | 0                               | 0    | 0     | 0                         | 2    | 0     | 3 |

Date: 2/26/2026  
Day: Thursday

|                | Southbound<br>E Grand Boulevard |      |       | Westbound<br>Fullerton Avenue |      |       | Northbound<br>E Grand Boulevard |      |       | Eastbound<br>E 8th Street |      |       |    |
|----------------|---------------------------------|------|-------|-------------------------------|------|-------|---------------------------------|------|-------|---------------------------|------|-------|----|
|                | Left                            | Thru | Right | Left                          | Thru | Right | Left                            | Thru | Right | Left                      | Thru | Right |    |
| 4:00 PM        | 1                               | 0    | 0     | 0                             | 0    | 0     | 0                               | 1    | 0     | 0                         | 0    | 0     | 2  |
| 4:15 PM        | 0                               | 0    | 0     | 0                             | 0    | 0     | 0                               | 0    | 1     | 0                         | 0    | 0     | 1  |
| 4:30 PM        | 0                               | 0    | 1     | 0                             | 0    | 0     | 0                               | 0    | 0     | 0                         | 1    | 0     | 2  |
| 4:45 PM        | 0                               | 0    | 0     | 0                             | 0    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 0  |
| 5:00 PM        | 0                               | 2    | 0     | 0                             | 0    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 2  |
| 5:15 PM        | 0                               | 1    | 0     | 0                             | 0    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 1  |
| 5:30 PM        | 0                               | 0    | 0     | 0                             | 0    | 1     | 0                               | 0    | 0     | 0                         | 0    | 0     | 1  |
| 5:45 PM        | 0                               | 1    | 2     | 0                             | 0    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 3  |
| TOTAL VOLUMES: | 1                               | 4    | 3     | 0                             | 0    | 1     | 0                               | 1    | 1     | 0                         | 1    | 0     | 12 |

Date: 2/28/2026  
Day: Saturday

|                | Southbound<br>E Grand Boulevard |      |       | Westbound<br>Fullerton Avenue |      |       | Northbound<br>E Grand Boulevard |      |       | Eastbound<br>E 8th Street |      |       |   |
|----------------|---------------------------------|------|-------|-------------------------------|------|-------|---------------------------------|------|-------|---------------------------|------|-------|---|
|                | Left                            | Thru | Right | Left                          | Thru | Right | Left                            | Thru | Right | Left                      | Thru | Right |   |
| 12:00 PM       | 0                               | 0    | 0     | 0                             | 0    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 0 |
| 12:15 PM       | 0                               | 0    | 0     | 0                             | 0    | 0     | 0                               | 1    | 0     | 0                         | 0    | 0     | 1 |
| 12:30 PM       | 0                               | 0    | 0     | 0                             | 0    | 0     | 0                               | 1    | 0     | 0                         | 0    | 0     | 1 |
| 12:45 PM       | 0                               | 0    | 0     | 0                             | 0    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 0 |
| 1:00 PM        | 0                               | 0    | 0     | 0                             | 0    | 0     | 0                               | 1    | 0     | 0                         | 0    | 0     | 1 |
| 1:15 PM        | 0                               | 0    | 0     | 0                             | 0    | 0     | 0                               | 1    | 0     | 0                         | 0    | 0     | 1 |
| 1:30 PM        | 0                               | 0    | 0     | 0                             | 0    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 0 |
| 1:45 PM        | 0                               | 1    | 0     | 0                             | 0    | 0     | 0                               | 0    | 0     | 0                         | 0    | 0     | 1 |
| TOTAL VOLUMES: | 0                               | 1    | 0     | 0                             | 0    | 0     | 0                               | 4    | 0     | 0                         | 0    | 0     | 5 |

City of Corona  
N/S: Rimpau Avenue  
E/W: Magnolia Avenue  
Weather: Clear

File Name : 20\_COR\_Rim\_Mag AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

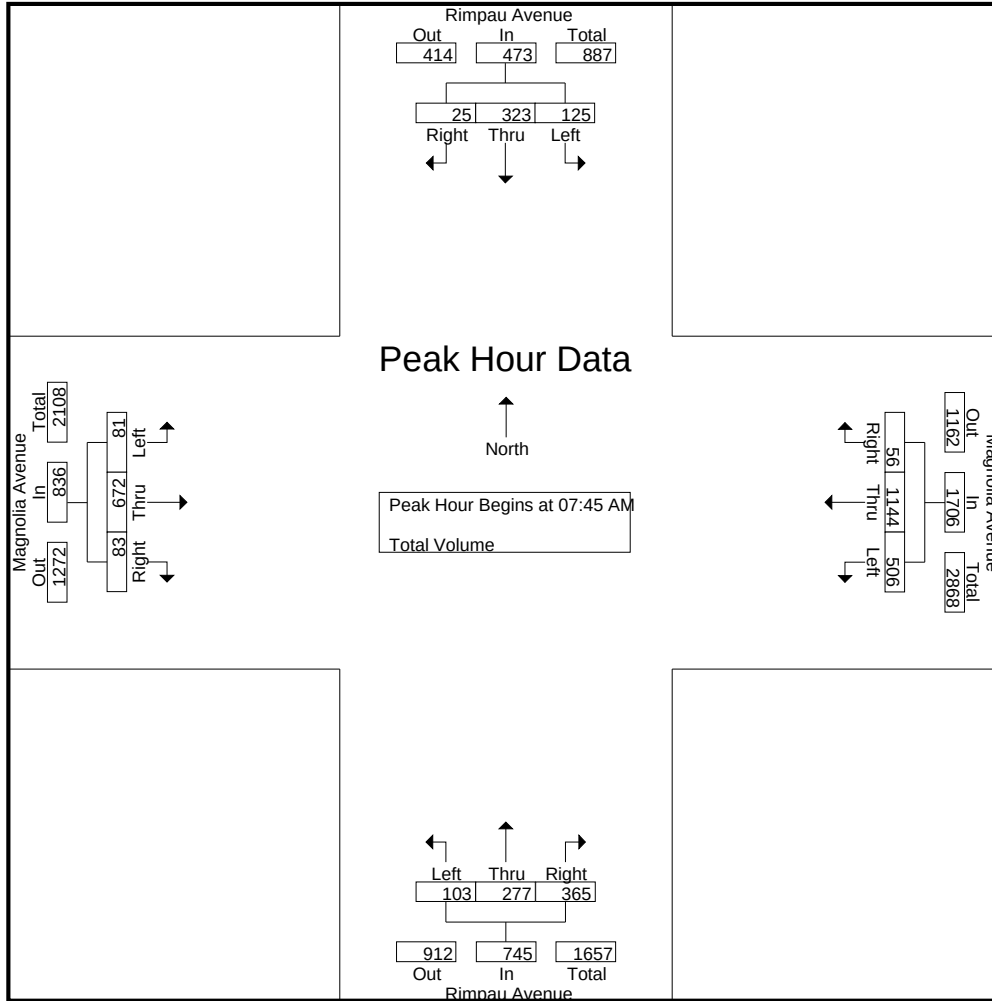
Groups Printed- Total Volume

|             | Rimpau Avenue Southbound |      |       |            | Magnolia Avenue Westbound |      |       |            | Rimpau Avenue Northbound |      |       |            | Magnolia Avenue Eastbound |      |       |            |            |
|-------------|--------------------------|------|-------|------------|---------------------------|------|-------|------------|--------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time  | Left                     | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. Total |
| 06:30 AM    | 20                       | 19   | 4     | 43         | 58                        | 109  | 15    | 182        | 5                        | 19   | 52    | 76         | 6                         | 106  | 3     | 115        | 416        |
| 06:45 AM    | 25                       | 33   | 3     | 61         | 99                        | 188  | 15    | 302        | 2                        | 23   | 43    | 68         | 5                         | 94   | 6     | 105        | 536        |
| Total       | 45                       | 52   | 7     | 104        | 157                       | 297  | 30    | 484        | 7                        | 42   | 95    | 144        | 11                        | 200  | 9     | 220        | 952        |
| 07:00 AM    | 33                       | 36   | 10    | 79         | 58                        | 182  | 12    | 252        | 3                        | 26   | 55    | 84         | 5                         | 141  | 4     | 150        | 565        |
| 07:15 AM    | 37                       | 55   | 3     | 95         | 106                       | 258  | 17    | 381        | 11                       | 47   | 71    | 129        | 11                        | 126  | 7     | 144        | 749        |
| 07:30 AM    | 31                       | 66   | 5     | 102        | 110                       | 309  | 17    | 436        | 15                       | 66   | 64    | 145        | 12                        | 184  | 13    | 209        | 892        |
| 07:45 AM    | 32                       | 87   | 9     | 128        | 113                       | 269  | 16    | 398        | 14                       | 64   | 85    | 163        | 18                        | 158  | 14    | 190        | 879        |
| Total       | 133                      | 244  | 27    | 404        | 387                       | 1018 | 62    | 1467       | 43                       | 203  | 275   | 521        | 46                        | 609  | 38    | 693        | 3085       |
| 08:00 AM    | 38                       | 99   | 3     | 140        | 151                       | 302  | 15    | 468        | 30                       | 58   | 95    | 183        | 13                        | 161  | 22    | 196        | 987        |
| 08:15 AM    | 27                       | 93   | 5     | 125        | 153                       | 273  | 12    | 438        | 34                       | 78   | 87    | 199        | 21                        | 165  | 29    | 215        | 977        |
| 08:30 AM    | 28                       | 44   | 8     | 80         | 89                        | 300  | 13    | 402        | 25                       | 77   | 98    | 200        | 29                        | 188  | 18    | 235        | 917        |
| 08:45 AM    | 35                       | 44   | 8     | 87         | 80                        | 240  | 22    | 342        | 21                       | 64   | 78    | 163        | 12                        | 132  | 14    | 158        | 750        |
| Total       | 128                      | 280  | 24    | 432        | 473                       | 1115 | 62    | 1650       | 110                      | 277  | 358   | 745        | 75                        | 646  | 83    | 804        | 3631       |
| Grand Total | 306                      | 576  | 58    | 940        | 1017                      | 2430 | 154   | 3601       | 160                      | 522  | 728   | 1410       | 132                       | 1455 | 130   | 1717       | 7668       |
| Apprch %    | 32.6                     | 61.3 | 6.2   |            | 28.2                      | 67.5 | 4.3   |            | 11.3                     | 37   | 51.6  |            | 7.7                       | 84.7 | 7.6   |            |            |
| Total %     | 4                        | 7.5  | 0.8   | 12.3       | 13.3                      | 31.7 | 2     | 47         | 2.1                      | 6.8  | 9.5   | 18.4       | 1.7                       | 19   | 1.7   | 22.4       |            |

|                                                            | Rimpau Avenue Southbound |           |          |            | Magnolia Avenue Westbound |            |           |            | Rimpau Avenue Northbound |           |           |            | Magnolia Avenue Eastbound |            |           |            |            |
|------------------------------------------------------------|--------------------------|-----------|----------|------------|---------------------------|------------|-----------|------------|--------------------------|-----------|-----------|------------|---------------------------|------------|-----------|------------|------------|
| Start Time                                                 | Left                     | Thru      | Right    | App. Total | Left                      | Thru       | Right     | App. Total | Left                     | Thru      | Right     | App. Total | Left                      | Thru       | Right     | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1 |                          |           |          |            |                           |            |           |            |                          |           |           |            |                           |            |           |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                          |           |          |            |                           |            |           |            |                          |           |           |            |                           |            |           |            |            |
| 07:45 AM                                                   | 32                       | 87        | <b>9</b> | 128        | 113                       | 269        | <b>16</b> | 398        | 14                       | 64        | 85        | 163        | 18                        | 158        | 14        | 190        | 879        |
| 08:00 AM                                                   | <b>38</b>                | <b>99</b> | 3        | <b>140</b> | 151                       | <b>302</b> | 15        | <b>468</b> | 30                       | 58        | 95        | 183        | 13                        | 161        | 22        | 196        | <b>987</b> |
| 08:15 AM                                                   | 27                       | 93        | 5        | 125        | <b>153</b>                | 273        | 12        | 438        | <b>34</b>                | <b>78</b> | 87        | 199        | 21                        | 165        | <b>29</b> | 215        | 977        |
| 08:30 AM                                                   | 28                       | 44        | 8        | 80         | 89                        | 300        | 13        | 402        | 25                       | 77        | <b>98</b> | <b>200</b> | <b>29</b>                 | <b>188</b> | 18        | <b>235</b> | 917        |
| Total Volume                                               | 125                      | 323       | 25       | 473        | 506                       | 1144       | 56        | 1706       | 103                      | 277       | 365       | 745        | 81                        | 672        | 83        | 836        | 3760       |
| % App. Total                                               | 26.4                     | 68.3      | 5.3      |            | 29.7                      | 67.1       | 3.3       |            | 13.8                     | 37.2      | 49        |            | 9.7                       | 80.4       | 9.9       |            |            |
| PHF                                                        | .822                     | .816      | .694     | .845       | .827                      | .947       | .875      | .911       | .757                     | .888      | .931      | .931       | .698                      | .894       | .716      | .889       | .952       |

City of Corona  
N/S: Rimpau Avenue  
E/W: Magnolia Avenue  
Weather: Clear

File Name : 20\_COR\_Rim\_Mag AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 07:30 AM  |           |          |            | 07:30 AM   |            |           |            | 07:45 AM  |           |           |            | 07:45 AM  |            |           |            |
|--------------|-----------|-----------|----------|------------|------------|------------|-----------|------------|-----------|-----------|-----------|------------|-----------|------------|-----------|------------|
| +0 mins.     | 31        | 66        | 5        | 102        | 110        | <b>309</b> | <b>17</b> | 436        | 14        | 64        | 85        | 163        | 18        | 158        | 14        | 190        |
| +15 mins.    | 32        | 87        | <b>9</b> | 128        | 113        | 269        | 16        | 398        | 30        | 58        | 95        | 183        | 13        | 161        | 22        | 196        |
| +30 mins.    | <b>38</b> | <b>99</b> | 3        | <b>140</b> | 151        | 302        | 15        | <b>468</b> | <b>34</b> | <b>78</b> | 87        | 199        | 21        | 165        | <b>29</b> | 215        |
| +45 mins.    | 27        | 93        | 5        | 125        | <b>153</b> | 273        | 12        | 438        | 25        | 77        | <b>98</b> | <b>200</b> | <b>29</b> | <b>188</b> | 18        | <b>235</b> |
| Total Volume | 128       | 345       | 22       | 495        | 527        | 1153       | 60        | 1740       | 103       | 277       | 365       | 745        | 81        | 672        | 83        | 836        |
| % App. Total | 25.9      | 69.7      | 4.4      |            | 30.3       | 66.3       | 3.4       |            | 13.8      | 37.2      | 49        |            | 9.7       | 80.4       | 9.9       |            |
| PHF          | .842      | .871      | .611     | .884       | .861       | .933       | .882      | .929       | .757      | .888      | .931      | .931       | .698      | .894       | .716      | .889       |

City of Corona  
N/S: Rimpau Avenue  
E/W: Magnolia Avenue  
Weather: Clear

File Name : 20\_COR\_Rim\_Mag PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

Groups Printed- Total Volume

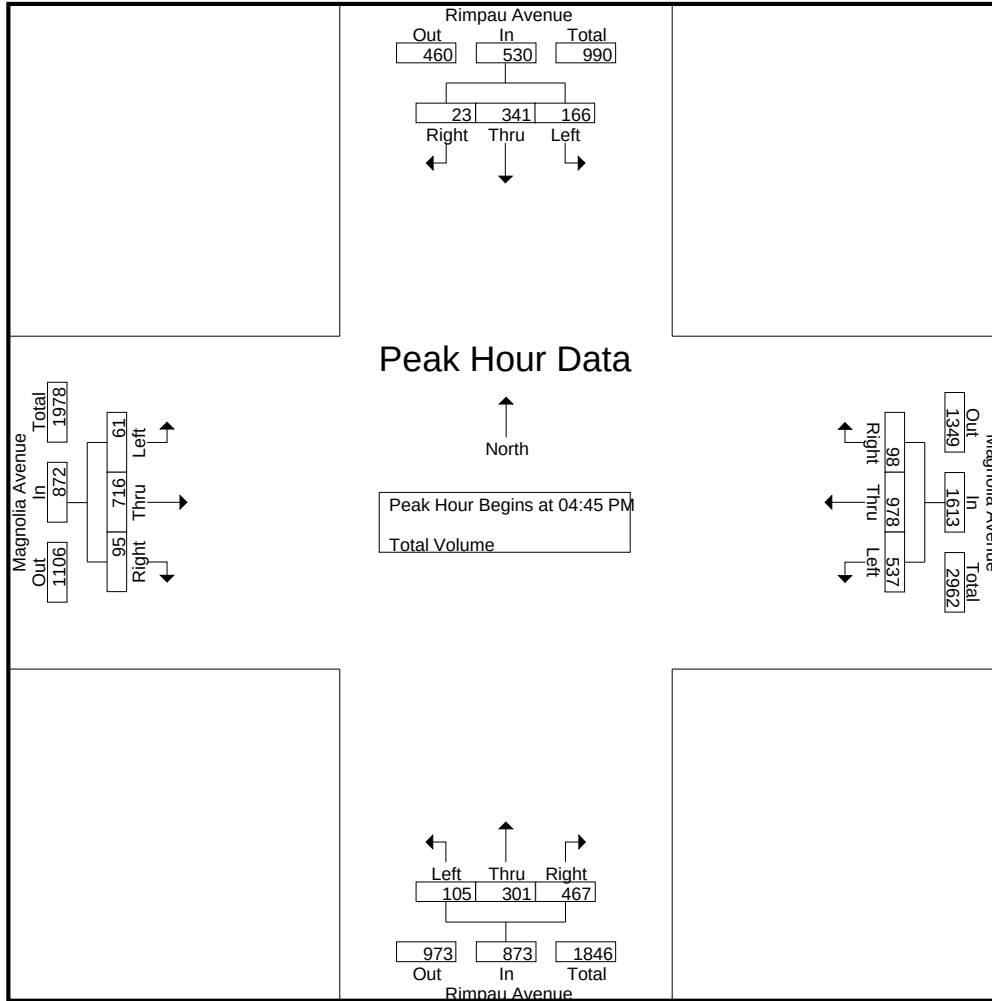
|             | Rimpau Avenue Southbound |      |       |            | Magnolia Avenue Westbound |      |       |            | Rimpau Avenue Northbound |      |       |            | Magnolia Avenue Eastbound |      |       |            |            |
|-------------|--------------------------|------|-------|------------|---------------------------|------|-------|------------|--------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time  | Left                     | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. Total |
| 04:00 PM    | 35                       | 83   | 11    | 129        | 109                       | 227  | 34    | 370        | 22                       | 90   | 105   | 217        | 23                        | 191  | 24    | 238        | 954        |
| 04:15 PM    | 37                       | 84   | 11    | 132        | 150                       | 216  | 31    | 397        | 33                       | 88   | 119   | 240        | 14                        | 169  | 24    | 207        | 976        |
| 04:30 PM    | 37                       | 79   | 12    | 128        | 150                       | 246  | 19    | 415        | 14                       | 67   | 123   | 204        | 12                        | 174  | 28    | 214        | 961        |
| 04:45 PM    | 50                       | 87   | 5     | 142        | 121                       | 225  | 27    | 373        | 23                       | 62   | 113   | 198        | 22                        | 188  | 35    | 245        | 958        |
| Total       | 159                      | 333  | 39    | 531        | 530                       | 914  | 111   | 1555       | 92                       | 307  | 460   | 859        | 71                        | 722  | 111   | 904        | 3849       |
| 05:00 PM    | 41                       | 75   | 9     | 125        | 135                       | 276  | 24    | 435        | 31                       | 73   | 91    | 195        | 16                        | 197  | 16    | 229        | 984        |
| 05:15 PM    | 35                       | 85   | 5     | 125        | 121                       | 238  | 24    | 383        | 24                       | 87   | 148   | 259        | 12                        | 171  | 26    | 209        | 976        |
| 05:30 PM    | 40                       | 94   | 4     | 138        | 160                       | 239  | 23    | 422        | 27                       | 79   | 115   | 221        | 11                        | 160  | 18    | 189        | 970        |
| 05:45 PM    | 38                       | 78   | 14    | 130        | 159                       | 249  | 16    | 424        | 22                       | 56   | 99    | 177        | 21                        | 150  | 26    | 197        | 928        |
| Total       | 154                      | 332  | 32    | 518        | 575                       | 1002 | 87    | 1664       | 104                      | 295  | 453   | 852        | 60                        | 678  | 86    | 824        | 3858       |
| Grand Total | 313                      | 665  | 71    | 1049       | 1105                      | 1916 | 198   | 3219       | 196                      | 602  | 913   | 1711       | 131                       | 1400 | 197   | 1728       | 7707       |
| Apprch %    | 29.8                     | 63.4 | 6.8   |            | 34.3                      | 59.5 | 6.2   |            | 11.5                     | 35.2 | 53.4  |            | 7.6                       | 81   | 11.4  |            |            |
| Total %     | 4.1                      | 8.6  | 0.9   | 13.6       | 14.3                      | 24.9 | 2.6   | 41.8       | 2.5                      | 7.8  | 11.8  | 22.2       | 1.7                       | 18.2 | 2.6   | 22.4       |            |

|                                                            | Rimpau Avenue Southbound |           |          |            | Magnolia Avenue Westbound |            |           |            | Rimpau Avenue Northbound |           |            |            | Magnolia Avenue Eastbound |            |           |            |            |
|------------------------------------------------------------|--------------------------|-----------|----------|------------|---------------------------|------------|-----------|------------|--------------------------|-----------|------------|------------|---------------------------|------------|-----------|------------|------------|
| Start Time                                                 | Left                     | Thru      | Right    | App. Total | Left                      | Thru       | Right     | App. Total | Left                     | Thru      | Right      | App. Total | Left                      | Thru       | Right     | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                          |           |          |            |                           |            |           |            |                          |           |            |            |                           |            |           |            |            |
| Peak Hour for Entire Intersection Begins at 04:45 PM       |                          |           |          |            |                           |            |           |            |                          |           |            |            |                           |            |           |            |            |
| 04:45 PM                                                   | <b>50</b>                | 87        | 5        | <b>142</b> | 121                       | 225        | <b>27</b> | 373        | 23                       | 62        | 113        | 198        | <b>22</b>                 | 188        | <b>35</b> | <b>245</b> | 958        |
| 05:00 PM                                                   | 41                       | 75        | <b>9</b> | 125        | 135                       | <b>276</b> | 24        | <b>435</b> | <b>31</b>                | 73        | 91         | 195        | 16                        | <b>197</b> | 16        | 229        | <b>984</b> |
| 05:15 PM                                                   | 35                       | 85        | 5        | 125        | 121                       | 238        | 24        | 383        | 24                       | <b>87</b> | <b>148</b> | <b>259</b> | 12                        | 171        | 26        | 209        | 976        |
| 05:30 PM                                                   | 40                       | <b>94</b> | 4        | 138        | <b>160</b>                | 239        | 23        | 422        | 27                       | 79        | 115        | 221        | 11                        | 160        | 18        | 189        | 970        |
| Total Volume                                               | 166                      | 341       | 23       | 530        | 537                       | 978        | 98        | 1613       | 105                      | 301       | 467        | 873        | 61                        | 716        | 95        | 872        | 3888       |
| % App. Total                                               | 31.3                     | 64.3      | 4.3      |            | 33.3                      | 60.6       | 6.1       |            | 12                       | 34.5      | 53.5       |            | 7                         | 82.1       | 10.9      |            |            |
| PHF                                                        | .830                     | .907      | .639     | .933       | .839                      | .886       | .907      | .927       | .847                     | .865      | .789       | .843       | .693                      | .909       | .679      | .890       | .988       |



City of Corona  
N/S: Rimpau Avenue  
E/W: Magnolia Avenue  
Weather: Clear

File Name : 20\_COR\_Rim\_Mag PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



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

|              | 04:00 PM  |           |           |            | 05:00 PM   |            |           |            | 04:45 PM  |           |            |            | 04:00 PM  |            |           |            |
|--------------|-----------|-----------|-----------|------------|------------|------------|-----------|------------|-----------|-----------|------------|------------|-----------|------------|-----------|------------|
| +0 mins.     | 35        | 83        | 11        | 129        | 135        | <b>276</b> | <b>24</b> | <b>435</b> | 23        | 62        | 113        | 198        | <b>23</b> | <b>191</b> | 24        | 238        |
| +15 mins.    | 37        | 84        | 11        | 132        | 121        | 238        | 24        | 383        | <b>31</b> | 73        | 91         | 195        | 14        | 169        | 24        | 207        |
| +30 mins.    | 37        | 79        | <b>12</b> | 128        | <b>160</b> | 239        | 23        | 422        | 24        | <b>87</b> | <b>148</b> | <b>259</b> | 12        | 174        | 28        | 214        |
| +45 mins.    | <b>50</b> | <b>87</b> | 5         | <b>142</b> | 159        | 249        | 16        | 424        | 27        | 79        | 115        | 221        | 22        | 188        | <b>35</b> | <b>245</b> |
| Total Volume | 159       | 333       | 39        | 531        | 575        | 1002       | 87        | 1664       | 105       | 301       | 467        | 873        | 71        | 722        | 111       | 904        |
| % App. Total | 29.9      | 62.7      | 7.3       |            | 34.6       | 60.2       | 5.2       |            | 12        | 34.5      | 53.5       |            | 7.9       | 79.9       | 12.3      |            |
| PHF          | .795      | .957      | .813      | .935       | .898       | .908       | .906      | .956       | .847      | .865      | .789       | .843       | .772      | .945       | .793      | .922       |

City of Corona  
N/S: Rimpau Avenue  
E/W: Magnolia Avenue  
Weather: Clear

File Name : 20\_COR\_Rim\_Mag SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 1

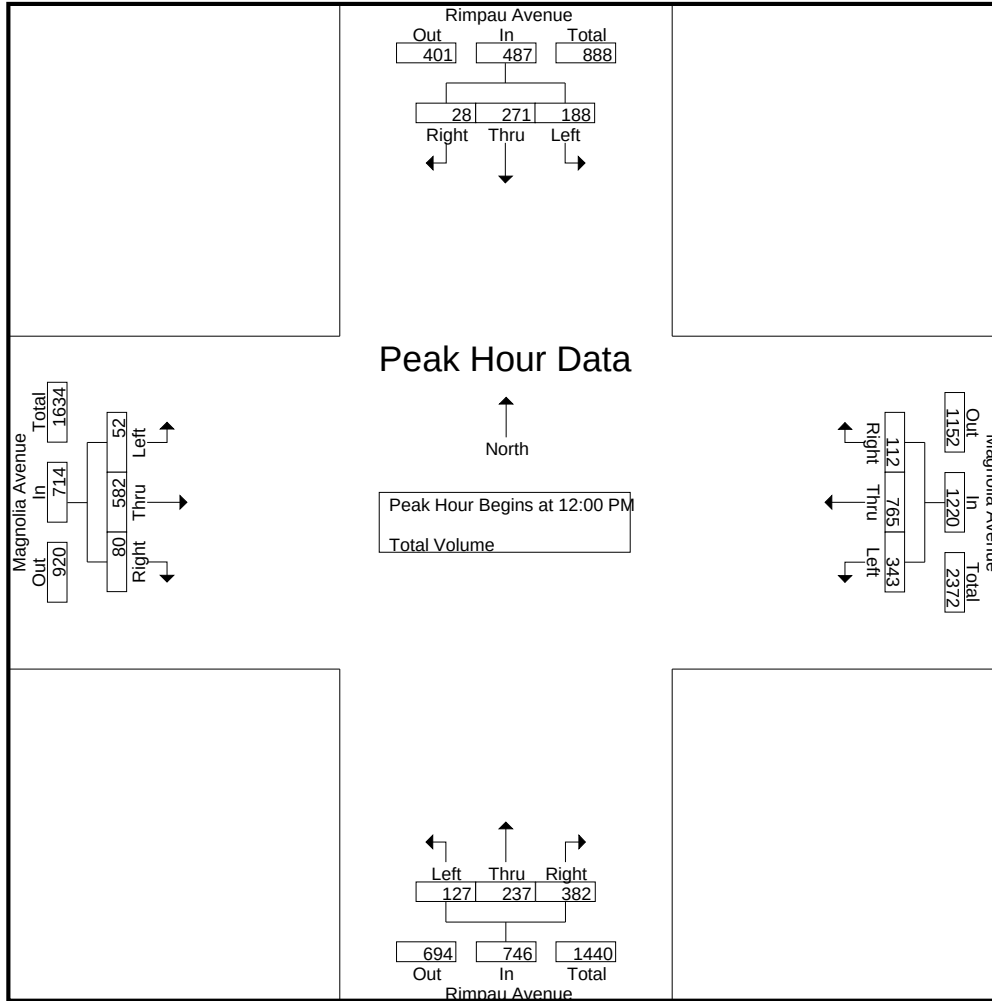
Groups Printed- Total Volume

|             | Rimpau Avenue Southbound |      |       |            | Magnolia Avenue Westbound |      |       |            | Rimpau Avenue Northbound |      |       |            | Magnolia Avenue Eastbound |      |       |            |            |
|-------------|--------------------------|------|-------|------------|---------------------------|------|-------|------------|--------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time  | Left                     | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. Total |
| 12:00 PM    | 50                       | 86   | 6     | 142        | 88                        | 205  | 20    | 313        | 27                       | 67   | 81    | 175        | 16                        | 159  | 25    | 200        | 830        |
| 12:15 PM    | 50                       | 54   | 7     | 111        | 86                        | 192  | 34    | 312        | 27                       | 56   | 92    | 175        | 13                        | 145  | 25    | 183        | 781        |
| 12:30 PM    | 47                       | 63   | 5     | 115        | 85                        | 172  | 32    | 289        | 36                       | 49   | 115   | 200        | 10                        | 134  | 17    | 161        | 765        |
| 12:45 PM    | 41                       | 68   | 10    | 119        | 84                        | 196  | 26    | 306        | 37                       | 65   | 94    | 196        | 13                        | 144  | 13    | 170        | 791        |
| Total       | 188                      | 271  | 28    | 487        | 343                       | 765  | 112   | 1220       | 127                      | 237  | 382   | 746        | 52                        | 582  | 80    | 714        | 3167       |
| 01:00 PM    | 50                       | 52   | 7     | 109        | 68                        | 187  | 31    | 286        | 31                       | 66   | 86    | 183        | 12                        | 116  | 20    | 148        | 726        |
| 01:15 PM    | 56                       | 57   | 8     | 121        | 77                        | 191  | 30    | 298        | 23                       | 56   | 79    | 158        | 1                         | 114  | 13    | 128        | 705        |
| 01:30 PM    | 40                       | 54   | 4     | 98         | 84                        | 175  | 19    | 278        | 20                       | 62   | 89    | 171        | 6                         | 139  | 15    | 160        | 707        |
| 01:45 PM    | 40                       | 62   | 8     | 110        | 84                        | 192  | 24    | 300        | 26                       | 60   | 77    | 163        | 17                        | 151  | 16    | 184        | 757        |
| Total       | 186                      | 225  | 27    | 438        | 313                       | 745  | 104   | 1162       | 100                      | 244  | 331   | 675        | 36                        | 520  | 64    | 620        | 2895       |
| Grand Total | 374                      | 496  | 55    | 925        | 656                       | 1510 | 216   | 2382       | 227                      | 481  | 713   | 1421       | 88                        | 1102 | 144   | 1334       | 6062       |
| Apprch %    | 40.4                     | 53.6 | 5.9   |            | 27.5                      | 63.4 | 9.1   |            | 16                       | 33.8 | 50.2  |            | 6.6                       | 82.6 | 10.8  |            |            |
| Total %     | 6.2                      | 8.2  | 0.9   | 15.3       | 10.8                      | 24.9 | 3.6   | 39.3       | 3.7                      | 7.9  | 11.8  | 23.4       | 1.5                       | 18.2 | 2.4   | 22         |            |

|                                                            | Rimpau Avenue Southbound |           |           |            | Magnolia Avenue Westbound |            |           |            | Rimpau Avenue Northbound |           |            |            | Magnolia Avenue Eastbound |            |           |            |            |
|------------------------------------------------------------|--------------------------|-----------|-----------|------------|---------------------------|------------|-----------|------------|--------------------------|-----------|------------|------------|---------------------------|------------|-----------|------------|------------|
| Start Time                                                 | Left                     | Thru      | Right     | App. Total | Left                      | Thru       | Right     | App. Total | Left                     | Thru      | Right      | App. Total | Left                      | Thru       | Right     | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1 |                          |           |           |            |                           |            |           |            |                          |           |            |            |                           |            |           |            |            |
| Peak Hour for Entire Intersection Begins at 12:00 PM       |                          |           |           |            |                           |            |           |            |                          |           |            |            |                           |            |           |            |            |
| 12:00 PM                                                   | <b>50</b>                | <b>86</b> | 6         | <b>142</b> | <b>88</b>                 | <b>205</b> | 20        | <b>313</b> | 27                       | <b>67</b> | 81         | 175        | <b>16</b>                 | <b>159</b> | <b>25</b> | <b>200</b> | <b>830</b> |
| 12:15 PM                                                   | 50                       | 54        | 7         | 111        | 86                        | 192        | <b>34</b> | 312        | 27                       | 56        | 92         | 175        | 13                        | 145        | 25        | 183        | 781        |
| 12:30 PM                                                   | 47                       | 63        | 5         | 115        | 85                        | 172        | 32        | 289        | 36                       | 49        | <b>115</b> | <b>200</b> | 10                        | 134        | 17        | 161        | 765        |
| 12:45 PM                                                   | 41                       | 68        | <b>10</b> | 119        | 84                        | 196        | 26        | 306        | <b>37</b>                | 65        | 94         | 196        | 13                        | 144        | 13        | 170        | 791        |
| Total Volume                                               | 188                      | 271       | 28        | 487        | 343                       | 765        | 112       | 1220       | 127                      | 237       | 382        | 746        | 52                        | 582        | 80        | 714        | 3167       |
| % App. Total                                               | 38.6                     | 55.6      | 5.7       |            | 28.1                      | 62.7       | 9.2       |            | 17                       | 31.8      | 51.2       |            | 7.3                       | 81.5       | 11.2      |            |            |
| PHF                                                        | .940                     | .788      | .700      | .857       | .974                      | .933       | .824      | .974       | .858                     | .884      | .830       | .933       | .813                      | .915       | .800      | .893       | .954       |

City of Corona  
N/S: Rimpau Avenue  
E/W: Magnolia Avenue  
Weather: Clear

File Name : 20\_COR\_Rim\_Mag SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 12:00 PM  |           |           |            | 12:00 PM  |            |           |            | 12:15 PM  |           |            |            | 12:00 PM  |            |           |            |
|--------------|-----------|-----------|-----------|------------|-----------|------------|-----------|------------|-----------|-----------|------------|------------|-----------|------------|-----------|------------|
| +0 mins.     | <b>50</b> | <b>86</b> | 6         | <b>142</b> | <b>88</b> | <b>205</b> | 20        | <b>313</b> | 27        | 56        | 92         | 175        | <b>16</b> | <b>159</b> | <b>25</b> | <b>200</b> |
| +15 mins.    | 50        | 54        | 7         | 111        | 86        | 192        | <b>34</b> | 312        | 36        | 49        | <b>115</b> | <b>200</b> | 13        | 145        | 25        | 183        |
| +30 mins.    | 47        | 63        | 5         | 115        | 85        | 172        | 32        | 289        | <b>37</b> | 65        | 94         | 196        | 10        | 134        | 17        | 161        |
| +45 mins.    | 41        | 68        | <b>10</b> | 119        | 84        | 196        | 26        | 306        | 31        | <b>66</b> | 86         | 183        | 13        | 144        | 13        | 170        |
| Total Volume | 188       | 271       | 28        | 487        | 343       | 765        | 112       | 1220       | 131       | 236       | 387        | 754        | 52        | 582        | 80        | 714        |
| % App. Total | 38.6      | 55.6      | 5.7       |            | 28.1      | 62.7       | 9.2       |            | 17.4      | 31.3      | 51.3       |            | 7.3       | 81.5       | 11.2      |            |
| PHF          | .940      | .788      | .700      | .857       | .974      | .933       | .824      | .974       | .885      | .894      | .841       | .943       | .813      | .915       | .800      | .893       |

Location: Corona  
 N/S: Rimpau Avenue  
 E/W: Magnolia Avenue



PEDESTRIANS

Date: 2/26/2026  
 Day: Thursday

|                | North Leg<br>Rimpau Avenue | East Leg<br>Magnolia Avenue | South Leg<br>Rimpau Avenue | West Leg<br>Magnolia Avenue |     |
|----------------|----------------------------|-----------------------------|----------------------------|-----------------------------|-----|
|                | Pedestrians                | Pedestrians                 | Pedestrians                | Pedestrians                 |     |
| 6:30 AM        | 0                          | 0                           | 0                          | 0                           | 0   |
| 6:45 AM        | 1                          | 1                           | 0                          | 1                           | 3   |
| 7:00 AM        | 0                          | 0                           | 0                          | 2                           | 2   |
| 7:15 AM        | 3                          | 1                           | 0                          | 4                           | 8   |
| 7:30 AM        | 4                          | 7                           | 0                          | 5                           | 16  |
| 7:45 AM        | 7                          | 3                           | 1                          | 14                          | 25  |
| 8:00 AM        | 5                          | 1                           | 0                          | 35                          | 41  |
| 8:15 AM        | 9                          | 5                           | 2                          | 22                          | 38  |
| 8:30 AM        | 1                          | 0                           | 0                          | 1                           | 2   |
| 8:45 AM        | 0                          | 0                           | 0                          | 2                           | 2   |
| TOTAL VOLUMES: | 30                         | 18                          | 3                          | 86                          | 137 |

Date: 2/26/2026  
 Day: Thursday

|                | North Leg<br>Rimpau Avenue | East Leg<br>Magnolia Avenue | South Leg<br>Rimpau Avenue | West Leg<br>Magnolia Avenue |     |
|----------------|----------------------------|-----------------------------|----------------------------|-----------------------------|-----|
|                | Pedestrians                | Pedestrians                 | Pedestrians                | Pedestrians                 |     |
| 4:00 PM        | 12                         | 7                           | 1                          | 14                          | 34  |
| 4:15 PM        | 7                          | 4                           | 0                          | 3                           | 14  |
| 4:30 PM        | 3                          | 6                           | 5                          | 1                           | 15  |
| 4:45 PM        | 8                          | 11                          | 1                          | 10                          | 30  |
| 5:00 PM        | 10                         | 4                           | 2                          | 15                          | 31  |
| 5:15 PM        | 8                          | 0                           | 1                          | 5                           | 14  |
| 5:30 PM        | 2                          | 3                           | 1                          | 5                           | 11  |
| 5:45 PM        | 5                          | 1                           | 0                          | 5                           | 11  |
| TOTAL VOLUMES: | 55                         | 36                          | 11                         | 58                          | 160 |

Date: 2/28/2026  
 Day: Saturday

|                | North Leg<br>Rimpau Avenue | East Leg<br>Magnolia Avenue | South Leg<br>Rimpau Avenue | West Leg<br>Magnolia Avenue |    |
|----------------|----------------------------|-----------------------------|----------------------------|-----------------------------|----|
|                | Pedestrians                | Pedestrians                 | Pedestrians                | Pedestrians                 |    |
| 12:00 PM       | 2                          | 0                           | 0                          | 0                           | 2  |
| 12:15 PM       | 2                          | 0                           | 1                          | 2                           | 5  |
| 12:30 PM       | 1                          | 1                           | 0                          | 0                           | 2  |
| 12:45 PM       | 0                          | 0                           | 0                          | 2                           | 2  |
| 1:00 PM        | 0                          | 0                           | 2                          | 1                           | 3  |
| 1:15 PM        | 0                          | 0                           | 0                          | 1                           | 1  |
| 1:30 PM        | 2                          | 0                           | 0                          | 0                           | 2  |
| 1:45 PM        | 0                          | 2                           | 2                          | 0                           | 4  |
| TOTAL VOLUMES: | 7                          | 3                           | 5                          | 6                           | 21 |

Location: Corona  
 N/S: Rimpau Avenue  
 E/W: Magnolia Avenue



**BICYCLES**

Date: 2/26/2026  
 Day: Thursday

|                | Southbound<br>Rimpau Avenue |      |       | Westbound<br>Magnolia Avenue |      |       | Northbound<br>Rimpau Avenue |      |       | Eastbound<br>Magnolia Avenue |      |       |    |
|----------------|-----------------------------|------|-------|------------------------------|------|-------|-----------------------------|------|-------|------------------------------|------|-------|----|
|                | Left                        | Thru | Right | Left                         | Thru | Right | Left                        | Thru | Right | Left                         | Thru | Right |    |
| 6:30 AM        | 0                           | 0    | 0     | 0                            | 0    | 0     | 0                           | 0    | 0     | 0                            | 0    | 0     | 0  |
| 6:45 AM        | 0                           | 1    | 0     | 1                            | 0    | 0     | 0                           | 0    | 0     | 0                            | 0    | 0     | 2  |
| 7:00 AM        | 0                           | 0    | 0     | 0                            | 0    | 0     | 0                           | 0    | 0     | 0                            | 0    | 0     | 0  |
| 7:15 AM        | 0                           | 2    | 0     | 0                            | 0    | 0     | 0                           | 0    | 0     | 0                            | 0    | 0     | 2  |
| 7:30 AM        | 0                           | 1    | 0     | 0                            | 0    | 0     | 0                           | 0    | 0     | 0                            | 0    | 0     | 1  |
| 7:45 AM        | 0                           | 0    | 0     | 0                            | 0    | 0     | 0                           | 0    | 0     | 0                            | 0    | 0     | 0  |
| 8:00 AM        | 0                           | 0    | 0     | 0                            | 0    | 0     | 0                           | 1    | 0     | 1                            | 0    | 1     | 3  |
| 8:15 AM        | 0                           | 1    | 0     | 0                            | 0    | 0     | 0                           | 0    | 0     | 0                            | 0    | 0     | 1  |
| 8:30 AM        | 0                           | 1    | 0     | 0                            | 0    | 0     | 0                           | 0    | 0     | 0                            | 0    | 0     | 1  |
| 8:45 AM        | 0                           | 0    | 0     | 0                            | 0    | 0     | 0                           | 1    | 0     | 0                            | 0    | 0     | 1  |
| TOTAL VOLUMES: | 0                           | 6    | 0     | 1                            | 0    | 0     | 0                           | 2    | 0     | 1                            | 0    | 1     | 11 |

Date: 2/26/2026  
 Day: Thursday

|                | Southbound<br>Rimpau Avenue |      |       | Westbound<br>Magnolia Avenue |      |       | Northbound<br>Rimpau Avenue |      |       | Eastbound<br>Magnolia Avenue |      |       |   |
|----------------|-----------------------------|------|-------|------------------------------|------|-------|-----------------------------|------|-------|------------------------------|------|-------|---|
|                | Left                        | Thru | Right | Left                         | Thru | Right | Left                        | Thru | Right | Left                         | Thru | Right |   |
| 4:00 PM        | 0                           | 0    | 0     | 0                            | 0    | 0     | 0                           | 1    | 0     | 0                            | 0    | 0     | 1 |
| 4:15 PM        | 0                           | 0    | 0     | 0                            | 0    | 0     | 0                           | 1    | 0     | 0                            | 0    | 0     | 1 |
| 4:30 PM        | 0                           | 0    | 0     | 0                            | 0    | 0     | 0                           | 1    | 0     | 0                            | 0    | 0     | 1 |
| 4:45 PM        | 0                           | 0    | 1     | 0                            | 0    | 0     | 0                           | 0    | 0     | 0                            | 0    | 0     | 1 |
| 5:00 PM        | 0                           | 1    | 0     | 0                            | 0    | 0     | 0                           | 0    | 0     | 0                            | 0    | 0     | 1 |
| 5:15 PM        | 0                           | 0    | 1     | 0                            | 0    | 0     | 0                           | 0    | 0     | 0                            | 0    | 0     | 1 |
| 5:30 PM        | 0                           | 0    | 0     | 1                            | 0    | 0     | 0                           | 0    | 0     | 0                            | 0    | 0     | 1 |
| 5:45 PM        | 0                           | 1    | 0     | 0                            | 0    | 0     | 0                           | 0    | 0     | 0                            | 0    | 0     | 1 |
| TOTAL VOLUMES: | 0                           | 2    | 2     | 1                            | 0    | 0     | 0                           | 3    | 0     | 0                            | 0    | 0     | 8 |

Date: 2/28/2026  
 Day: Saturday

|                | Southbound<br>Rimpau Avenue |      |       | Westbound<br>Magnolia Avenue |      |       | Northbound<br>Rimpau Avenue |      |       | Eastbound<br>Magnolia Avenue |      |       |   |
|----------------|-----------------------------|------|-------|------------------------------|------|-------|-----------------------------|------|-------|------------------------------|------|-------|---|
|                | Left                        | Thru | Right | Left                         | Thru | Right | Left                        | Thru | Right | Left                         | Thru | Right |   |
| 12:00 PM       | 0                           | 1    | 0     | 0                            | 0    | 0     | 0                           | 0    | 0     | 0                            | 1    | 0     | 2 |
| 12:15 PM       | 0                           | 0    | 0     | 0                            | 0    | 0     | 0                           | 0    | 1     | 0                            | 0    | 0     | 1 |
| 12:30 PM       | 0                           | 0    | 0     | 0                            | 0    | 0     | 0                           | 0    | 0     | 0                            | 0    | 0     | 0 |
| 12:45 PM       | 0                           | 1    | 0     | 0                            | 0    | 0     | 0                           | 0    | 0     | 0                            | 1    | 0     | 2 |
| 1:00 PM        | 0                           | 0    | 0     | 0                            | 0    | 0     | 0                           | 2    | 0     | 0                            | 0    | 0     | 2 |
| 1:15 PM        | 0                           | 0    | 0     | 0                            | 0    | 0     | 0                           | 0    | 0     | 0                            | 0    | 0     | 0 |
| 1:30 PM        | 0                           | 1    | 0     | 0                            | 0    | 0     | 0                           | 0    | 0     | 0                            | 1    | 0     | 2 |
| 1:45 PM        | 0                           | 0    | 0     | 0                            | 0    | 0     | 0                           | 0    | 0     | 0                            | 0    | 0     | 0 |
| TOTAL VOLUMES: | 0                           | 3    | 0     | 0                            | 0    | 0     | 0                           | 2    | 1     | 0                            | 3    | 0     | 9 |

City of Corona  
N/S: Fullerton Avenue  
E/W: Magnolia Avenue  
Weather: Clear

File Name : 21\_COR\_Ful\_Mag AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

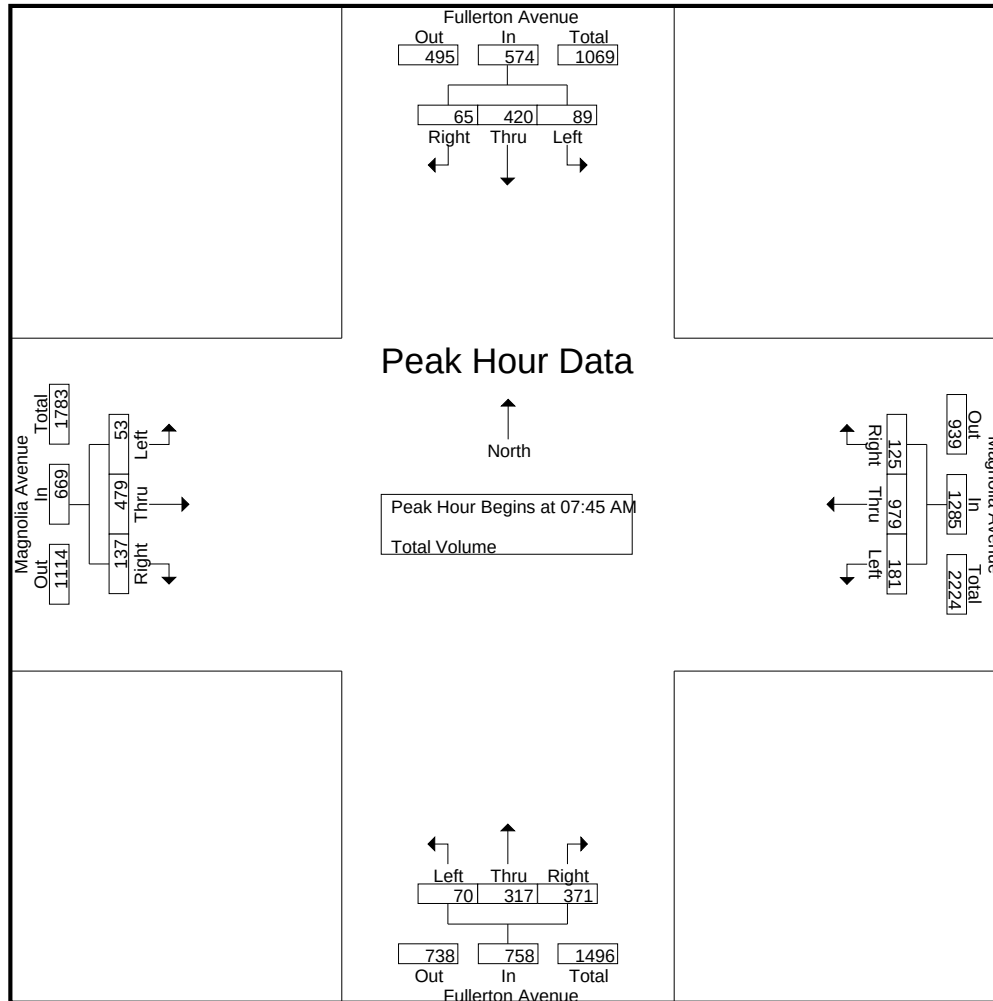
Groups Printed- Total Volume

|             | Fullerton Avenue<br>Southbound |      |       |            | Magnolia Avenue<br>Westbound |      |       |            | Fullerton Avenue<br>Northbound |      |       |            | Magnolia Avenue<br>Eastbound |      |       |            |            |
|-------------|--------------------------------|------|-------|------------|------------------------------|------|-------|------------|--------------------------------|------|-------|------------|------------------------------|------|-------|------------|------------|
| Start Time  | Left                           | Thru | Right | App. Total | Left                         | Thru | Right | App. Total | Left                           | Thru | Right | App. Total | Left                         | Thru | Right | App. Total | Int. Total |
| 06:30 AM    | 21                             | 8    | 4     | 33         | 10                           | 94   | 4     | 108        | 3                              | 13   | 17    | 33         | 5                            | 65   | 3     | 73         | 247        |
| 06:45 AM    | 14                             | 18   | 4     | 36         | 27                           | 144  | 14    | 185        | 0                              | 16   | 22    | 38         | 3                            | 76   | 2     | 81         | 340        |
| Total       | 35                             | 26   | 8     | 69         | 37                           | 238  | 18    | 293        | 3                              | 29   | 39    | 71         | 8                            | 141  | 5     | 154        | 587        |
| 07:00 AM    | 20                             | 30   | 6     | 56         | 19                           | 151  | 12    | 182        | 4                              | 31   | 41    | 76         | 6                            | 98   | 11    | 115        | 429        |
| 07:15 AM    | 18                             | 42   | 12    | 72         | 37                           | 200  | 20    | 257        | 15                             | 46   | 42    | 103        | 6                            | 102  | 26    | 134        | 566        |
| 07:30 AM    | 17                             | 54   | 17    | 88         | 50                           | 210  | 39    | 299        | 17                             | 69   | 63    | 149        | 14                           | 113  | 25    | 152        | 688        |
| 07:45 AM    | 26                             | 70   | 17    | 113        | 42                           | 236  | 40    | 318        | 13                             | 66   | 76    | 155        | 11                           | 120  | 30    | 161        | 747        |
| Total       | 81                             | 196  | 52    | 329        | 148                          | 797  | 111   | 1056       | 49                             | 212  | 222   | 483        | 37                           | 433  | 92    | 562        | 2430       |
| 08:00 AM    | 22                             | 125  | 17    | 164        | 47                           | 210  | 21    | 278        | 22                             | 70   | 98    | 190        | 13                           | 107  | 42    | 162        | 794        |
| 08:15 AM    | 17                             | 140  | 10    | 167        | 44                           | 257  | 32    | 333        | 22                             | 93   | 103   | 218        | 17                           | 109  | 37    | 163        | 881        |
| 08:30 AM    | 24                             | 85   | 21    | 130        | 48                           | 276  | 32    | 356        | 13                             | 88   | 94    | 195        | 12                           | 143  | 28    | 183        | 864        |
| 08:45 AM    | 17                             | 40   | 16    | 73         | 55                           | 201  | 17    | 273        | 7                              | 45   | 51    | 103        | 14                           | 120  | 14    | 148        | 597        |
| Total       | 80                             | 390  | 64    | 534        | 194                          | 944  | 102   | 1240       | 64                             | 296  | 346   | 706        | 56                           | 479  | 121   | 656        | 3136       |
| Grand Total | 196                            | 612  | 124   | 932        | 379                          | 1979 | 231   | 2589       | 116                            | 537  | 607   | 1260       | 101                          | 1053 | 218   | 1372       | 6153       |
| Apprch %    | 21                             | 65.7 | 13.3  |            | 14.6                         | 76.4 | 8.9   |            | 9.2                            | 42.6 | 48.2  |            | 7.4                          | 76.7 | 15.9  |            |            |
| Total %     | 3.2                            | 9.9  | 2     | 15.1       | 6.2                          | 32.2 | 3.8   | 42.1       | 1.9                            | 8.7  | 9.9   | 20.5       | 1.6                          | 17.1 | 3.5   | 22.3       |            |

|                                                            | Fullerton Avenue<br>Southbound |            |           |            | Magnolia Avenue<br>Westbound |            |           |            | Fullerton Avenue<br>Northbound |           |            |            | Magnolia Avenue<br>Eastbound |            |           |            |            |
|------------------------------------------------------------|--------------------------------|------------|-----------|------------|------------------------------|------------|-----------|------------|--------------------------------|-----------|------------|------------|------------------------------|------------|-----------|------------|------------|
| Start Time                                                 | Left                           | Thru       | Right     | App. Total | Left                         | Thru       | Right     | App. Total | Left                           | Thru      | Right      | App. Total | Left                         | Thru       | Right     | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1 |                                |            |           |            |                              |            |           |            |                                |           |            |            |                              |            |           |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                                |            |           |            |                              |            |           |            |                                |           |            |            |                              |            |           |            |            |
| 07:45 AM                                                   | <b>26</b>                      | 70         | 17        | 113        | 42                           | 236        | <b>40</b> | 318        | 13                             | 66        | 76         | 155        | 11                           | 120        | 30        | 161        | 747        |
| 08:00 AM                                                   | 22                             | 125        | 17        | 164        | 47                           | 210        | 21        | 278        | <b>22</b>                      | 70        | 98         | 190        | 13                           | 107        | <b>42</b> | 162        | 794        |
| 08:15 AM                                                   | 17                             | <b>140</b> | 10        | <b>167</b> | 44                           | 257        | 32        | 333        | 22                             | <b>93</b> | <b>103</b> | <b>218</b> | <b>17</b>                    | 109        | 37        | 163        | <b>881</b> |
| 08:30 AM                                                   | 24                             | 85         | <b>21</b> | 130        | <b>48</b>                    | <b>276</b> | 32        | <b>356</b> | 13                             | 88        | 94         | 195        | 12                           | <b>143</b> | 28        | <b>183</b> | 864        |
| Total Volume                                               | 89                             | 420        | 65        | 574        | 181                          | 979        | 125       | 1285       | 70                             | 317       | 371        | 758        | 53                           | 479        | 137       | 669        | 3286       |
| % App. Total                                               | 15.5                           | 73.2       | 11.3      |            | 14.1                         | 76.2       | 9.7       |            | 9.2                            | 41.8      | 48.9       |            | 7.9                          | 71.6       | 20.5      |            |            |
| PHF                                                        | .856                           | .750       | .774      | .859       | .943                         | .887       | .781      | .902       | .795                           | .852      | .900       | .869       | .779                         | .837       | .815      | .914       | .932       |

City of Corona  
N/S: Fullerton Avenue  
E/W: Magnolia Avenue  
Weather: Clear

File Name : 21\_COR\_Ful\_Mag AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



Peak Hour Analysis From 06:30 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 |      |      |      | 07:45 AM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 26       | 70   | 17   | 113  | 42       | 236  | 40   | 318  | 13       | 66   | 76   | 155  | 11       | 120  | 30   | 161  |
| +15 mins.    | 22       | 125  | 17   | 164  | 47       | 210  | 21   | 278  | 22       | 70   | 98   | 190  | 13       | 107  | 42   | 162  |
| +30 mins.    | 17       | 140  | 10   | 167  | 44       | 257  | 32   | 333  | 22       | 93   | 103  | 218  | 17       | 109  | 37   | 163  |
| +45 mins.    | 24       | 85   | 21   | 130  | 48       | 276  | 32   | 356  | 13       | 88   | 94   | 195  | 12       | 143  | 28   | 183  |
| Total Volume | 89       | 420  | 65   | 574  | 181      | 979  | 125  | 1285 | 70       | 317  | 371  | 758  | 53       | 479  | 137  | 669  |
| % App. Total | 15.5     | 73.2 | 11.3 |      | 14.1     | 76.2 | 9.7  |      | 9.2      | 41.8 | 48.9 |      | 7.9      | 71.6 | 20.5 |      |
| PHF          | .856     | .750 | .774 | .859 | .943     | .887 | .781 | .902 | .795     | .852 | .900 | .869 | .779     | .837 | .815 | .914 |

City of Corona  
N/S: Fullerton Avenue  
E/W: Magnolia Avenue  
Weather: Clear

File Name : 21\_COR\_Ful\_Mag PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

Groups Printed- Total Volume

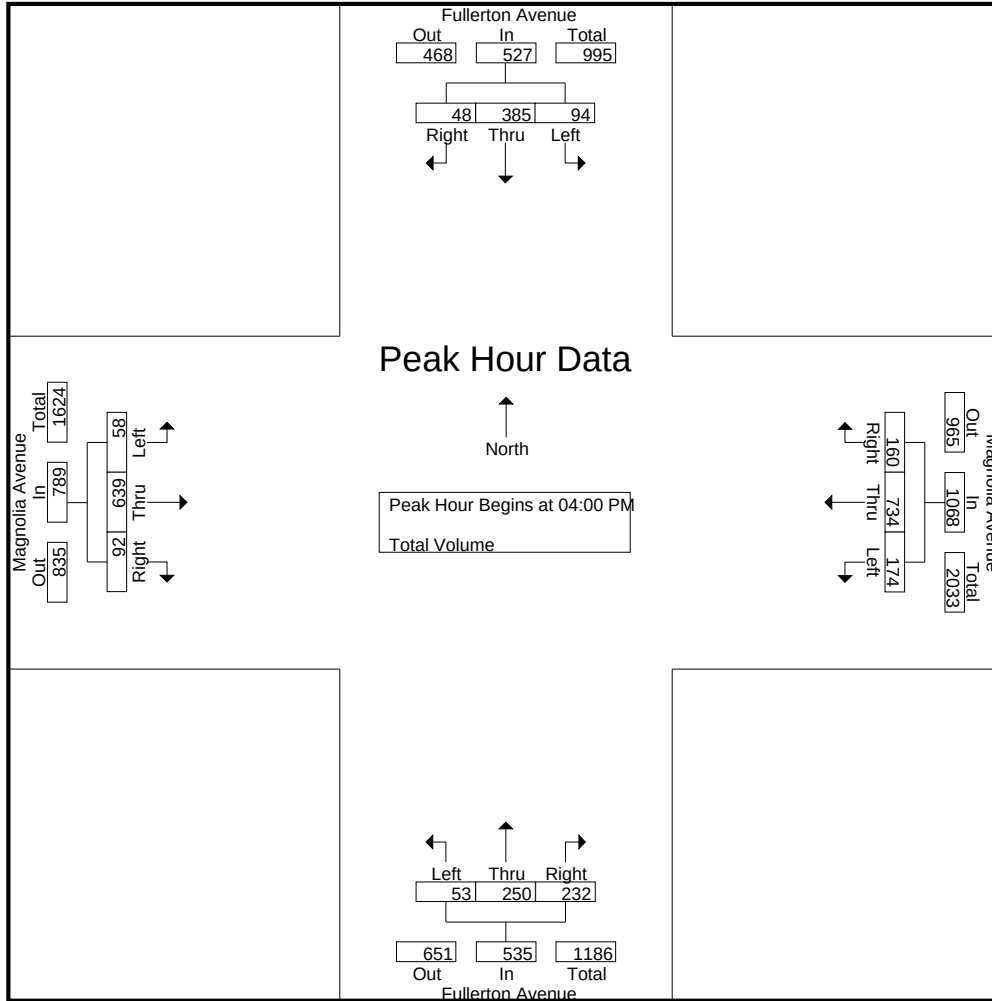
|             | Fullerton Avenue Southbound |      |       |            | Magnolia Avenue Westbound |      |       |            | Fullerton Avenue Northbound |      |       |            | Magnolia Avenue Eastbound |      |       |            |            |
|-------------|-----------------------------|------|-------|------------|---------------------------|------|-------|------------|-----------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time  | Left                        | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. Total |
| 04:00 PM    | 23                          | 103  | 14    | 140        | 42                        | 190  | 59    | 291        | 11                          | 93   | 70    | 174        | 13                        | 180  | 25    | 218        | 823        |
| 04:15 PM    | 20                          | 91   | 11    | 122        | 40                        | 196  | 29    | 265        | 13                          | 56   | 54    | 123        | 17                        | 141  | 20    | 178        | 688        |
| 04:30 PM    | 21                          | 89   | 7     | 117        | 49                        | 152  | 37    | 238        | 16                          | 52   | 54    | 122        | 16                        | 166  | 22    | 204        | 681        |
| 04:45 PM    | 30                          | 102  | 16    | 148        | 43                        | 196  | 35    | 274        | 13                          | 49   | 54    | 116        | 12                        | 152  | 25    | 189        | 727        |
| Total       | 94                          | 385  | 48    | 527        | 174                       | 734  | 160   | 1068       | 53                          | 250  | 232   | 535        | 58                        | 639  | 92    | 789        | 2919       |
| 05:00 PM    | 22                          | 78   | 12    | 112        | 40                        | 191  | 39    | 270        | 8                           | 59   | 56    | 123        | 27                        | 162  | 30    | 219        | 724        |
| 05:15 PM    | 22                          | 101  | 14    | 137        | 47                        | 197  | 43    | 287        | 12                          | 59   | 38    | 109        | 8                         | 152  | 25    | 185        | 718        |
| 05:30 PM    | 17                          | 68   | 7     | 92         | 51                        | 100  | 47    | 198        | 10                          | 42   | 31    | 83         | 12                        | 185  | 25    | 222        | 595        |
| 05:45 PM    | 17                          | 97   | 18    | 132        | 42                        | 188  | 28    | 258        | 4                           | 38   | 42    | 84         | 14                        | 107  | 20    | 141        | 615        |
| Total       | 78                          | 344  | 51    | 473        | 180                       | 676  | 157   | 1013       | 34                          | 198  | 167   | 399        | 61                        | 606  | 100   | 767        | 2652       |
| Grand Total | 172                         | 729  | 99    | 1000       | 354                       | 1410 | 317   | 2081       | 87                          | 448  | 399   | 934        | 119                       | 1245 | 192   | 1556       | 5571       |
| Apprch %    | 17.2                        | 72.9 | 9.9   |            | 17                        | 67.8 | 15.2  |            | 9.3                         | 48   | 42.7  |            | 7.6                       | 80   | 12.3  |            |            |
| Total %     | 3.1                         | 13.1 | 1.8   | 18         | 6.4                       | 25.3 | 5.7   | 37.4       | 1.6                         | 8    | 7.2   | 16.8       | 2.1                       | 22.3 | 3.4   | 27.9       |            |

|                                                            | Fullerton Avenue Southbound |            |           |            | Magnolia Avenue Westbound |            |           |            | Fullerton Avenue Northbound |           |           |            | Magnolia Avenue Eastbound |            |           |            |            |
|------------------------------------------------------------|-----------------------------|------------|-----------|------------|---------------------------|------------|-----------|------------|-----------------------------|-----------|-----------|------------|---------------------------|------------|-----------|------------|------------|
| Start Time                                                 | Left                        | Thru       | Right     | App. Total | Left                      | Thru       | Right     | App. Total | Left                        | Thru      | Right     | App. Total | Left                      | Thru       | Right     | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                             |            |           |            |                           |            |           |            |                             |           |           |            |                           |            |           |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |                             |            |           |            |                           |            |           |            |                             |           |           |            |                           |            |           |            |            |
| 04:00 PM                                                   | 23                          | <b>103</b> | 14        | 140        | 42                        | 190        | <b>59</b> | <b>291</b> | 11                          | <b>93</b> | <b>70</b> | <b>174</b> | 13                        | <b>180</b> | <b>25</b> | <b>218</b> | <b>823</b> |
| 04:15 PM                                                   | 20                          | 91         | 11        | 122        | 40                        | <b>196</b> | 29        | 265        | 13                          | 56        | 54        | 123        | <b>17</b>                 | 141        | 20        | 178        | 688        |
| 04:30 PM                                                   | 21                          | 89         | 7         | 117        | <b>49</b>                 | 152        | 37        | 238        | <b>16</b>                   | 52        | 54        | 122        | 16                        | 166        | 22        | 204        | 681        |
| 04:45 PM                                                   | <b>30</b>                   | 102        | <b>16</b> | <b>148</b> | 43                        | 196        | 35        | 274        | 13                          | 49        | 54        | 116        | 12                        | 152        | 25        | 189        | 727        |
| Total Volume                                               | 94                          | 385        | 48        | 527        | 174                       | 734        | 160       | 1068       | 53                          | 250       | 232       | 535        | 58                        | 639        | 92        | 789        | 2919       |
| % App. Total                                               | 17.8                        | 73.1       | 9.1       |            | 16.3                      | 68.7       | 15        |            | 9.9                         | 46.7      | 43.4      |            | 7.4                       | 81         | 11.7      |            |            |
| PHF                                                        | .783                        | .934       | .750      | .890       | .888                      | .936       | .678      | .918       | .828                        | .672      | .829      | .769       | .853                      | .888       | .920      | .905       | .887       |



City of Corona  
N/S: Fullerton Avenue  
E/W: Magnolia Avenue  
Weather: Clear

File Name : 21\_COR\_Ful\_Mag PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



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

|              | 04:00 PM  |            |           |            | 04:30 PM  |            |           |            | 04:00 PM  |           |           |            | 04:45 PM  |            |           |            |
|--------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|-----------|-----------|------------|-----------|------------|-----------|------------|
| +0 mins.     | 23        | <b>103</b> | 14        | 140        | <b>49</b> | 152        | 37        | 238        | 11        | <b>93</b> | <b>70</b> | <b>174</b> | 12        | 152        | 25        | 189        |
| +15 mins.    | 20        | 91         | 11        | 122        | 43        | 196        | 35        | 274        | 13        | 56        | 54        | 123        | <b>27</b> | 162        | <b>30</b> | 219        |
| +30 mins.    | 21        | 89         | 7         | 117        | 40        | 191        | 39        | 270        | <b>16</b> | 52        | 54        | 122        | 8         | 152        | 25        | 185        |
| +45 mins.    | <b>30</b> | 102        | <b>16</b> | <b>148</b> | 47        | <b>197</b> | <b>43</b> | <b>287</b> | 13        | 49        | 54        | 116        | 12        | <b>185</b> | 25        | <b>222</b> |
| Total Volume | 94        | 385        | 48        | 527        | 179       | 736        | 154       | 1069       | 53        | 250       | 232       | 535        | 59        | 651        | 105       | 815        |
| % App. Total | 17.8      | 73.1       | 9.1       |            | 16.7      | 68.8       | 14.4      |            | 9.9       | 46.7      | 43.4      |            | 7.2       | 79.9       | 12.9      |            |
| PHF          | .783      | .934       | .750      | .890       | .913      | .934       | .895      | .931       | .828      | .672      | .829      | .769       | .546      | .880       | .875      | .918       |

City of Corona  
N/S: Fullerton Avenue  
E/W: Magnolia Avenue  
Weather: Clear

File Name : 21\_COR\_Ful\_Mag SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 1

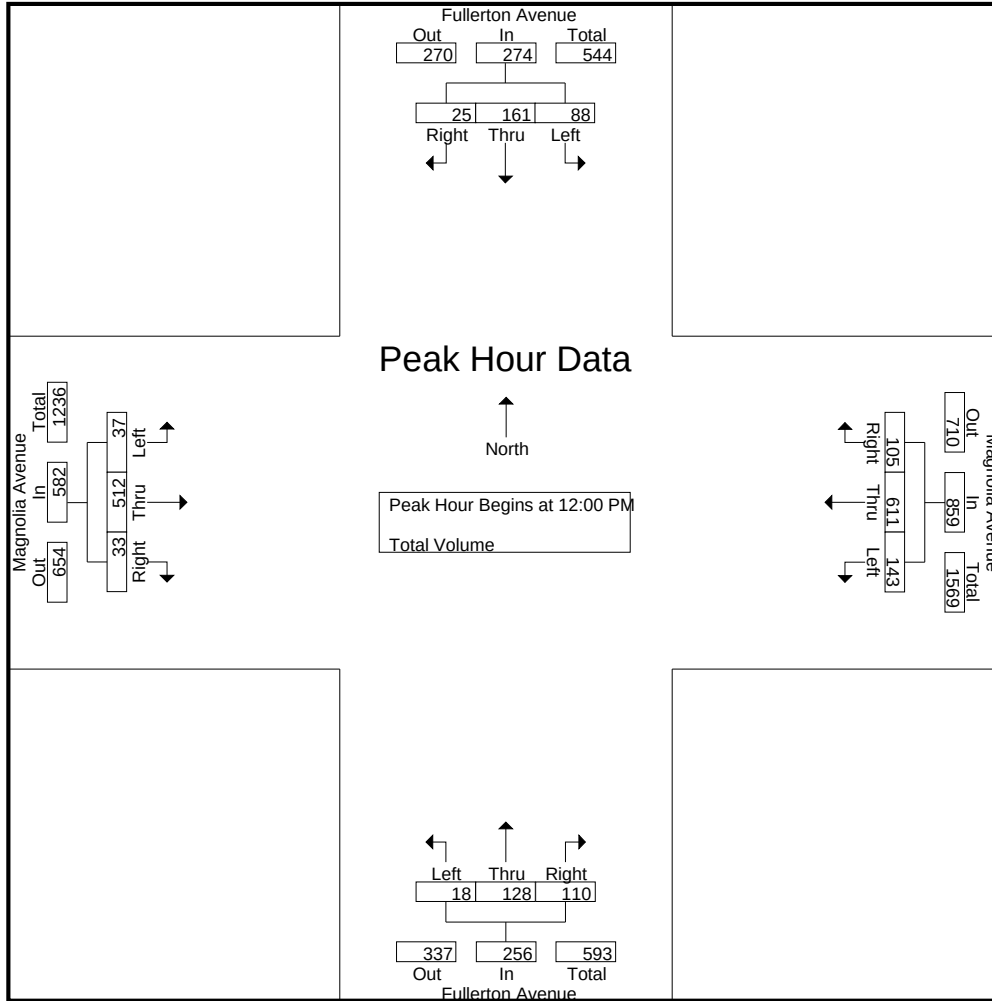
Groups Printed- Total Volume

|             | Fullerton Avenue Southbound |      |       |            | Magnolia Avenue Westbound |      |       |            | Fullerton Avenue Northbound |      |       |            | Magnolia Avenue Eastbound |      |       |            |            |
|-------------|-----------------------------|------|-------|------------|---------------------------|------|-------|------------|-----------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time  | Left                        | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. Total |
| 12:00 PM    | 23                          | 33   | 7     | 63         | 36                        | 149  | 29    | 214        | 8                           | 38   | 28    | 74         | 8                         | 152  | 11    | 171        | 522        |
| 12:15 PM    | 25                          | 49   | 5     | 79         | 37                        | 149  | 31    | 217        | 2                           | 32   | 37    | 71         | 12                        | 127  | 11    | 150        | 517        |
| 12:30 PM    | 18                          | 42   | 11    | 71         | 39                        | 148  | 24    | 211        | 5                           | 32   | 18    | 55         | 11                        | 113  | 6     | 130        | 467        |
| 12:45 PM    | 22                          | 37   | 2     | 61         | 31                        | 165  | 21    | 217        | 3                           | 26   | 27    | 56         | 6                         | 120  | 5     | 131        | 465        |
| Total       | 88                          | 161  | 25    | 274        | 143                       | 611  | 105   | 859        | 18                          | 128  | 110   | 256        | 37                        | 512  | 33    | 582        | 1971       |
| 01:00 PM    | 19                          | 29   | 4     | 52         | 35                        | 152  | 24    | 211        | 4                           | 26   | 20    | 50         | 2                         | 94   | 4     | 100        | 413        |
| 01:15 PM    | 12                          | 44   | 3     | 59         | 38                        | 140  | 37    | 215        | 4                           | 32   | 21    | 57         | 6                         | 100  | 1     | 107        | 438        |
| 01:30 PM    | 17                          | 28   | 5     | 50         | 34                        | 132  | 26    | 192        | 1                           | 27   | 33    | 61         | 7                         | 116  | 7     | 130        | 433        |
| 01:45 PM    | 20                          | 31   | 8     | 59         | 33                        | 147  | 29    | 209        | 5                           | 27   | 35    | 67         | 7                         | 139  | 14    | 160        | 495        |
| Total       | 68                          | 132  | 20    | 220        | 140                       | 571  | 116   | 827        | 14                          | 112  | 109   | 235        | 22                        | 449  | 26    | 497        | 1779       |
| Grand Total | 156                         | 293  | 45    | 494        | 283                       | 1182 | 221   | 1686       | 32                          | 240  | 219   | 491        | 59                        | 961  | 59    | 1079       | 3750       |
| Apprch %    | 31.6                        | 59.3 | 9.1   |            | 16.8                      | 70.1 | 13.1  |            | 6.5                         | 48.9 | 44.6  |            | 5.5                       | 89.1 | 5.5   |            |            |
| Total %     | 4.2                         | 7.8  | 1.2   | 13.2       | 7.5                       | 31.5 | 5.9   | 45         | 0.9                         | 6.4  | 5.8   | 13.1       | 1.6                       | 25.6 | 1.6   | 28.8       |            |

|                                                            | Fullerton Avenue Southbound |           |           |            | Magnolia Avenue Westbound |            |           |            | Fullerton Avenue Northbound |           |           |            | Magnolia Avenue Eastbound |            |           |            |            |
|------------------------------------------------------------|-----------------------------|-----------|-----------|------------|---------------------------|------------|-----------|------------|-----------------------------|-----------|-----------|------------|---------------------------|------------|-----------|------------|------------|
| Start Time                                                 | Left                        | Thru      | Right     | App. Total | Left                      | Thru       | Right     | App. Total | Left                        | Thru      | Right     | App. Total | Left                      | Thru       | Right     | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1 |                             |           |           |            |                           |            |           |            |                             |           |           |            |                           |            |           |            |            |
| Peak Hour for Entire Intersection Begins at 12:00 PM       |                             |           |           |            |                           |            |           |            |                             |           |           |            |                           |            |           |            |            |
| 12:00 PM                                                   | 23                          | 33        | 7         | 63         | 36                        | 149        | 29        | 214        | <b>8</b>                    | <b>38</b> | 28        | <b>74</b>  | 8                         | <b>152</b> | <b>11</b> | <b>171</b> | <b>522</b> |
| 12:15 PM                                                   | <b>25</b>                   | <b>49</b> | 5         | <b>79</b>  | 37                        | 149        | <b>31</b> | <b>217</b> | 2                           | 32        | <b>37</b> | 71         | <b>12</b>                 | 127        | 11        | 150        | 517        |
| 12:30 PM                                                   | 18                          | 42        | <b>11</b> | 71         | <b>39</b>                 | 148        | 24        | 211        | 5                           | 32        | 18        | 55         | 11                        | 113        | 6         | 130        | 467        |
| 12:45 PM                                                   | 22                          | 37        | 2         | 61         | 31                        | <b>165</b> | 21        | 217        | 3                           | 26        | 27        | 56         | 6                         | 120        | 5         | 131        | 465        |
| Total Volume                                               | 88                          | 161       | 25        | 274        | 143                       | 611        | 105       | 859        | 18                          | 128       | 110       | 256        | 37                        | 512        | 33        | 582        | 1971       |
| % App. Total                                               | 32.1                        | 58.8      | 9.1       |            | 16.6                      | 71.1       | 12.2      |            | 7                           | 50        | 43        |            | 6.4                       | 88         | 5.7       |            |            |
| PHF                                                        | .880                        | .821      | .568      | .867       | .917                      | .926       | .847      | .990       | .563                        | .842      | .743      | .865       | .771                      | .842       | .750      | .851       | .944       |

City of Corona  
N/S: Fullerton Avenue  
E/W: Magnolia Avenue  
Weather: Clear

File Name : 21\_COR\_Ful\_Mag SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 12:00 PM  |           |           |           | 12:00 PM  |            |           |            | 12:00 PM |           |           |           | 12:00 PM  |            |           |            |
|--------------|-----------|-----------|-----------|-----------|-----------|------------|-----------|------------|----------|-----------|-----------|-----------|-----------|------------|-----------|------------|
| +0 mins.     | 23        | 33        | 7         | 63        | 36        | 149        | 29        | 214        | <b>8</b> | <b>38</b> | 28        | <b>74</b> | 8         | <b>152</b> | <b>11</b> | <b>171</b> |
| +15 mins.    | <b>25</b> | <b>49</b> | 5         | <b>79</b> | 37        | 149        | <b>31</b> | <b>217</b> | 2        | 32        | <b>37</b> | 71        | <b>12</b> | 127        | 11        | 150        |
| +30 mins.    | 18        | 42        | <b>11</b> | 71        | <b>39</b> | 148        | 24        | 211        | 5        | 32        | 18        | 55        | 11        | 113        | 6         | 130        |
| +45 mins.    | 22        | 37        | 2         | 61        | 31        | <b>165</b> | 21        | 217        | 3        | 26        | 27        | 56        | 6         | 120        | 5         | 131        |
| Total Volume | 88        | 161       | 25        | 274       | 143       | 611        | 105       | 859        | 18       | 128       | 110       | 256       | 37        | 512        | 33        | 582        |
| % App. Total | 32.1      | 58.8      | 9.1       |           | 16.6      | 71.1       | 12.2      |            | 7        | 50        | 43        |           | 6.4       | 88         | 5.7       |            |
| PHF          | .880      | .821      | .568      | .867      | .917      | .926       | .847      | .990       | .563     | .842      | .743      | .865      | .771      | .842       | .750      | .851       |

Location: Corona  
N/S: Fullerton Avenue  
E/W: Magnolia Avenue



PEDESTRIANS

Date: 2/26/2026

Day: Thursday

|                |         | North Leg<br>Fullerton Avenue | East Leg<br>Magnolia Avenue | South Leg<br>Fullerton Avenue | West Leg<br>Magnolia Avenue |    |
|----------------|---------|-------------------------------|-----------------------------|-------------------------------|-----------------------------|----|
|                |         | Pedestrians                   | Pedestrians                 | Pedestrians                   | Pedestrians                 |    |
|                | 6:30 AM | 0                             | 0                           | 0                             | 0                           | 0  |
|                | 6:45 AM | 1                             | 0                           | 0                             | 0                           | 1  |
|                | 7:00 AM | 2                             | 1                           | 0                             | 0                           | 3  |
|                | 7:15 AM | 2                             | 2                           | 0                             | 0                           | 4  |
|                | 7:30 AM | 2                             | 1                           | 1                             | 0                           | 4  |
|                | 7:45 AM | 2                             | 5                           | 2                             | 0                           | 9  |
|                | 8:00 AM | 7                             | 15                          | 5                             | 0                           | 27 |
|                | 8:15 AM | 6                             | 11                          | 5                             | 0                           | 22 |
|                | 8:30 AM | 0                             | 5                           | 3                             | 0                           | 8  |
|                | 8:45 AM | 3                             | 1                           | 1                             | 0                           | 5  |
| TOTAL VOLUMES: |         | 25                            | 41                          | 17                            | 0                           | 83 |

Date: 2/26/2026

Day: Thursday

|                |         | North Leg<br>Fullerton Avenue | East Leg<br>Magnolia Avenue | South Leg<br>Fullerton Avenue | West Leg<br>Magnolia Avenue |    |
|----------------|---------|-------------------------------|-----------------------------|-------------------------------|-----------------------------|----|
|                |         | Pedestrians                   | Pedestrians                 | Pedestrians                   | Pedestrians                 |    |
|                | 4:00 PM | 1                             | 0                           | 2                             | 0                           | 3  |
|                | 4:15 PM | 2                             | 1                           | 1                             | 0                           | 4  |
|                | 4:30 PM | 0                             | 0                           | 0                             | 0                           | 0  |
|                | 4:45 PM | 0                             | 0                           | 0                             | 0                           | 0  |
|                | 5:00 PM | 1                             | 0                           | 0                             | 0                           | 1  |
|                | 5:15 PM | 2                             | 2                           | 0                             | 0                           | 4  |
|                | 5:30 PM | 0                             | 0                           | 0                             | 0                           | 0  |
|                | 5:45 PM | 3                             | 1                           | 0                             | 0                           | 4  |
| TOTAL VOLUMES: |         | 9                             | 4                           | 3                             | 0                           | 16 |

Date: 2/28/2026

Day: Saturday

|                |          | North Leg<br>Fullerton Avenue | East Leg<br>Magnolia Avenue | South Leg<br>Fullerton Avenue | West Leg<br>Magnolia Avenue |   |
|----------------|----------|-------------------------------|-----------------------------|-------------------------------|-----------------------------|---|
|                |          | Pedestrians                   | Pedestrians                 | Pedestrians                   | Pedestrians                 |   |
|                | 12:00 PM | 0                             | 1                           | 0                             | 0                           | 1 |
|                | 12:15 PM | 1                             | 1                           | 1                             | 0                           | 3 |
|                | 12:30 PM | 0                             | 0                           | 0                             | 0                           | 0 |
|                | 12:45 PM | 0                             | 0                           | 0                             | 0                           | 0 |
|                | 1:00 PM  | 1                             | 1                           | 0                             | 0                           | 2 |
|                | 1:15 PM  | 0                             | 0                           | 0                             | 0                           | 0 |
|                | 1:30 PM  | 0                             | 0                           | 0                             | 0                           | 0 |
|                | 1:45 PM  | 0                             | 0                           | 0                             | 0                           | 0 |
| TOTAL VOLUMES: |          | 2                             | 3                           | 1                             | 0                           | 6 |

Location: Corona  
 N/S: Fullerton Avenue  
 E/W: Magnolia Avenue



**BICYCLES**

Date: 2/26/2026  
 Day: Thursday

|                | Southbound<br>Fullerton Avenue |      |       | Westbound<br>Magnolia Avenue |      |       | Northbound<br>Fullerton Avenue |      |       | Eastbound<br>Magnolia Avenue |      |       |    |
|----------------|--------------------------------|------|-------|------------------------------|------|-------|--------------------------------|------|-------|------------------------------|------|-------|----|
|                | Left                           | Thru | Right | Left                         | Thru | Right | Left                           | Thru | Right | Left                         | Thru | Right |    |
| 6:30 AM        | 0                              | 0    | 0     | 0                            | 0    | 0     | 0                              | 0    | 0     | 0                            | 0    | 0     | 0  |
| 6:45 AM        | 0                              | 0    | 0     | 0                            | 0    | 0     | 0                              | 0    | 0     | 0                            | 0    | 0     | 0  |
| 7:00 AM        | 0                              | 0    | 0     | 0                            | 1    | 0     | 0                              | 0    | 0     | 0                            | 0    | 0     | 1  |
| 7:15 AM        | 0                              | 0    | 0     | 0                            | 0    | 1     | 0                              | 0    | 0     | 0                            | 0    | 0     | 1  |
| 7:30 AM        | 0                              | 0    | 0     | 0                            | 0    | 0     | 0                              | 1    | 0     | 0                            | 0    | 0     | 1  |
| 7:45 AM        | 0                              | 0    | 0     | 0                            | 0    | 0     | 0                              | 2    | 0     | 0                            | 0    | 1     | 3  |
| 8:00 AM        | 0                              | 1    | 0     | 0                            | 0    | 0     | 0                              | 0    | 0     | 0                            | 1    | 0     | 2  |
| 8:15 AM        | 0                              | 1    | 0     | 0                            | 0    | 0     | 0                              | 0    | 0     | 0                            | 0    | 0     | 1  |
| 8:30 AM        | 0                              | 0    | 0     | 0                            | 0    | 0     | 0                              | 0    | 0     | 0                            | 1    | 0     | 1  |
| 8:45 AM        | 0                              | 0    | 0     | 0                            | 0    | 0     | 0                              | 0    | 0     | 0                            | 0    | 0     | 0  |
| TOTAL VOLUMES: | 0                              | 2    | 0     | 0                            | 1    | 1     | 0                              | 3    | 0     | 0                            | 2    | 1     | 10 |

Date: 2/26/2026  
 Day: Thursday

|                | Southbound<br>Fullerton Avenue |      |       | Westbound<br>Magnolia Avenue |      |       | Northbound<br>Fullerton Avenue |      |       | Eastbound<br>Magnolia Avenue |      |       |   |
|----------------|--------------------------------|------|-------|------------------------------|------|-------|--------------------------------|------|-------|------------------------------|------|-------|---|
|                | Left                           | Thru | Right | Left                         | Thru | Right | Left                           | Thru | Right | Left                         | Thru | Right |   |
| 4:00 PM        | 0                              | 1    | 0     | 0                            | 0    | 0     | 0                              | 0    | 0     | 0                            | 0    | 0     | 1 |
| 4:15 PM        | 0                              | 0    | 0     | 0                            | 0    | 0     | 0                              | 0    | 0     | 0                            | 2    | 0     | 2 |
| 4:30 PM        | 0                              | 1    | 0     | 0                            | 0    | 0     | 0                              | 0    | 0     | 0                            | 0    | 0     | 1 |
| 4:45 PM        | 0                              | 0    | 0     | 0                            | 0    | 0     | 0                              | 0    | 0     | 0                            | 0    | 0     | 0 |
| 5:00 PM        | 0                              | 0    | 0     | 0                            | 0    | 0     | 0                              | 0    | 0     | 0                            | 0    | 0     | 0 |
| 5:15 PM        | 0                              | 0    | 0     | 0                            | 0    | 0     | 0                              | 0    | 0     | 0                            | 0    | 0     | 0 |
| 5:30 PM        | 0                              | 0    | 0     | 0                            | 0    | 0     | 0                              | 1    | 0     | 0                            | 0    | 0     | 1 |
| 5:45 PM        | 0                              | 0    | 0     | 0                            | 0    | 0     | 0                              | 0    | 0     | 0                            | 0    | 0     | 0 |
| TOTAL VOLUMES: | 0                              | 2    | 0     | 0                            | 0    | 0     | 0                              | 1    | 0     | 0                            | 2    | 0     | 5 |

Date: 2/28/2026  
 Day: Saturday

|                | Southbound<br>Fullerton Avenue |      |       | Westbound<br>Magnolia Avenue |      |       | Northbound<br>Fullerton Avenue |      |       | Eastbound<br>Magnolia Avenue |      |       |   |
|----------------|--------------------------------|------|-------|------------------------------|------|-------|--------------------------------|------|-------|------------------------------|------|-------|---|
|                | Left                           | Thru | Right | Left                         | Thru | Right | Left                           | Thru | Right | Left                         | Thru | Right |   |
| 12:00 PM       | 0                              | 0    | 0     | 0                            | 0    | 0     | 0                              | 0    | 0     | 0                            | 0    | 0     | 0 |
| 12:15 PM       | 1                              | 0    | 0     | 0                            | 0    | 0     | 0                              | 0    | 0     | 0                            | 0    | 0     | 1 |
| 12:30 PM       | 0                              | 0    | 0     | 0                            | 0    | 0     | 0                              | 1    | 0     | 0                            | 0    | 0     | 1 |
| 12:45 PM       | 0                              | 0    | 0     | 0                            | 0    | 0     | 0                              | 0    | 0     | 0                            | 2    | 0     | 2 |
| 1:00 PM        | 0                              | 0    | 0     | 1                            | 0    | 0     | 0                              | 0    | 0     | 0                            | 0    | 0     | 1 |
| 1:15 PM        | 0                              | 0    | 0     | 0                            | 0    | 0     | 0                              | 0    | 0     | 0                            | 0    | 0     | 0 |
| 1:30 PM        | 0                              | 0    | 0     | 0                            | 0    | 0     | 0                              | 0    | 0     | 0                            | 0    | 0     | 0 |
| 1:45 PM        | 0                              | 0    | 0     | 0                            | 0    | 0     | 0                              | 0    | 0     | 0                            | 0    | 0     | 0 |
| TOTAL VOLUMES: | 1                              | 0    | 0     | 1                            | 0    | 0     | 0                              | 1    | 0     | 0                            | 2    | 0     | 5 |

City of Corona  
N/S: Kellogg Avenue  
E/W: Magnolia Avenue  
Weather: Clear

File Name : 22\_COR\_Kel\_Mag AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

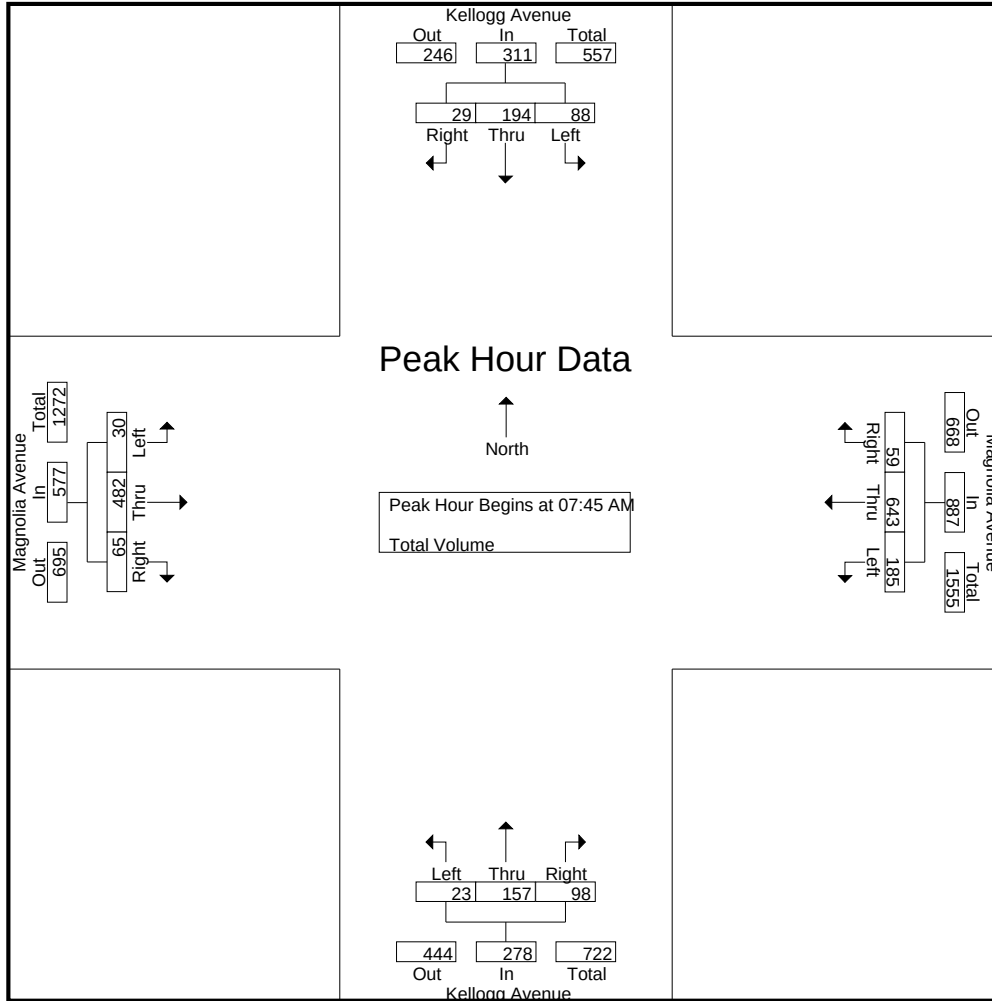
Groups Printed- Total Volume

|             | Kellogg Avenue Southbound |      |       |            | Magnolia Avenue Westbound |      |       |            | Kellogg Avenue Northbound |      |       |            | Magnolia Avenue Eastbound |      |       |            |            |
|-------------|---------------------------|------|-------|------------|---------------------------|------|-------|------------|---------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time  | Left                      | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. Total |
| 06:30 AM    | 1                         | 8    | 3     | 12         | 5                         | 82   | 4     | 91         | 2                         | 8    | 10    | 20         | 1                         | 53   | 2     | 56         | 179        |
| 06:45 AM    | 5                         | 10   | 1     | 16         | 10                        | 100  | 4     | 114        | 0                         | 8    | 8     | 16         | 1                         | 69   | 6     | 76         | 222        |
| Total       | 6                         | 18   | 4     | 28         | 15                        | 182  | 8     | 205        | 2                         | 16   | 18    | 36         | 2                         | 122  | 8     | 132        | 401        |
| 07:00 AM    | 16                        | 13   | 2     | 31         | 9                         | 113  | 7     | 129        | 0                         | 11   | 13    | 24         | 2                         | 83   | 4     | 89         | 273        |
| 07:15 AM    | 10                        | 22   | 5     | 37         | 18                        | 166  | 12    | 196        | 2                         | 22   | 19    | 43         | 3                         | 105  | 7     | 115        | 391        |
| 07:30 AM    | 15                        | 30   | 5     | 50         | 43                        | 172  | 18    | 233        | 1                         | 36   | 17    | 54         | 3                         | 102  | 11    | 116        | 453        |
| 07:45 AM    | 25                        | 54   | 10    | 89         | 57                        | 171  | 18    | 246        | 4                         | 39   | 25    | 68         | 15                        | 117  | 12    | 144        | 547        |
| Total       | 66                        | 119  | 22    | 207        | 127                       | 622  | 55    | 804        | 7                         | 108  | 74    | 189        | 23                        | 407  | 34    | 464        | 1664       |
| 08:00 AM    | 20                        | 63   | 7     | 90         | 30                        | 147  | 11    | 188        | 5                         | 32   | 25    | 62         | 4                         | 117  | 16    | 137        | 477        |
| 08:15 AM    | 24                        | 42   | 6     | 72         | 55                        | 148  | 21    | 224        | 9                         | 42   | 23    | 74         | 3                         | 111  | 25    | 139        | 509        |
| 08:30 AM    | 19                        | 35   | 6     | 60         | 43                        | 177  | 9     | 229        | 5                         | 44   | 25    | 74         | 8                         | 137  | 12    | 157        | 520        |
| 08:45 AM    | 12                        | 33   | 6     | 51         | 39                        | 148  | 9     | 196        | 6                         | 38   | 32    | 76         | 6                         | 103  | 11    | 120        | 443        |
| Total       | 75                        | 173  | 25    | 273        | 167                       | 620  | 50    | 837        | 25                        | 156  | 105   | 286        | 21                        | 468  | 64    | 553        | 1949       |
| Grand Total | 147                       | 310  | 51    | 508        | 309                       | 1424 | 113   | 1846       | 34                        | 280  | 197   | 511        | 46                        | 997  | 106   | 1149       | 4014       |
| Apprch %    | 28.9                      | 61   | 10    |            | 16.7                      | 77.1 | 6.1   |            | 6.7                       | 54.8 | 38.6  |            | 4                         | 86.8 | 9.2   |            |            |
| Total %     | 3.7                       | 7.7  | 1.3   | 12.7       | 7.7                       | 35.5 | 2.8   | 46         | 0.8                       | 7    | 4.9   | 12.7       | 1.1                       | 24.8 | 2.6   | 28.6       |            |

|                                                            | Kellogg Avenue Southbound |           |           |            | Magnolia Avenue Westbound |            |           |            | Kellogg Avenue Northbound |           |           |            | Magnolia Avenue Eastbound |            |           |            |            |
|------------------------------------------------------------|---------------------------|-----------|-----------|------------|---------------------------|------------|-----------|------------|---------------------------|-----------|-----------|------------|---------------------------|------------|-----------|------------|------------|
| Start Time                                                 | Left                      | Thru      | Right     | App. Total | Left                      | Thru       | Right     | App. Total | Left                      | Thru      | Right     | App. Total | Left                      | Thru       | Right     | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1 |                           |           |           |            |                           |            |           |            |                           |           |           |            |                           |            |           |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                           |           |           |            |                           |            |           |            |                           |           |           |            |                           |            |           |            |            |
| 07:45 AM                                                   | <b>25</b>                 | 54        | <b>10</b> | 89         | <b>57</b>                 | 171        | 18        | <b>246</b> | 4                         | 39        | <b>25</b> | 68         | <b>15</b>                 | 117        | 12        | 144        | <b>547</b> |
| 08:00 AM                                                   | 20                        | <b>63</b> | 7         | <b>90</b>  | 30                        | 147        | 11        | 188        | 5                         | 32        | 25        | 62         | 4                         | 117        | 16        | 137        | 477        |
| 08:15 AM                                                   | 24                        | 42        | 6         | 72         | 55                        | 148        | <b>21</b> | 224        | <b>9</b>                  | 42        | 23        | <b>74</b>  | 3                         | 111        | <b>25</b> | 139        | 509        |
| 08:30 AM                                                   | 19                        | 35        | 6         | 60         | 43                        | <b>177</b> | 9         | 229        | 5                         | <b>44</b> | 25        | 74         | 8                         | <b>137</b> | 12        | <b>157</b> | 520        |
| Total Volume                                               | 88                        | 194       | 29        | 311        | 185                       | 643        | 59        | 887        | 23                        | 157       | 98        | 278        | 30                        | 482        | 65        | 577        | 2053       |
| % App. Total                                               | 28.3                      | 62.4      | 9.3       |            | 20.9                      | 72.5       | 6.7       |            | 8.3                       | 56.5      | 35.3      |            | 5.2                       | 83.5       | 11.3      |            |            |
| PHF                                                        | .880                      | .770      | .725      | .864       | .811                      | .908       | .702      | .901       | .639                      | .892      | .980      | .939       | .500                      | .880       | .650      | .919       | .938       |

City of Corona  
N/S: Kellogg Avenue  
E/W: Magnolia Avenue  
Weather: Clear

File Name : 22\_COR\_Kel\_Mag AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 07:45 AM |      |      |      | 07:30 AM |      |      |      | 08:00 AM |      |      |      | 07:45 AM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 25       | 54   | 10   | 89   | 43       | 172  | 18   | 233  | 5        | 32   | 25   | 62   | 15       | 117  | 12   | 144  |
| +15 mins.    | 20       | 63   | 7    | 90   | 57       | 171  | 18   | 246  | 9        | 42   | 23   | 74   | 4        | 117  | 16   | 137  |
| +30 mins.    | 24       | 42   | 6    | 72   | 30       | 147  | 11   | 188  | 5        | 44   | 25   | 74   | 3        | 111  | 25   | 139  |
| +45 mins.    | 19       | 35   | 6    | 60   | 55       | 148  | 21   | 224  | 6        | 38   | 32   | 76   | 8        | 137  | 12   | 157  |
| Total Volume | 88       | 194  | 29   | 311  | 185      | 638  | 68   | 891  | 25       | 156  | 105  | 286  | 30       | 482  | 65   | 577  |
| % App. Total | 28.3     | 62.4 | 9.3  |      | 20.8     | 71.6 | 7.6  |      | 8.7      | 54.5 | 36.7 |      | 5.2      | 83.5 | 11.3 |      |
| PHF          | .880     | .770 | .725 | .864 | .811     | .927 | .810 | .905 | .694     | .886 | .820 | .941 | .500     | .880 | .650 | .919 |

City of Corona  
N/S: Kellogg Avenue  
E/W: Magnolia Avenue  
Weather: Clear

File Name : 22\_COR\_Kel\_Mag PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

Groups Printed- Total Volume

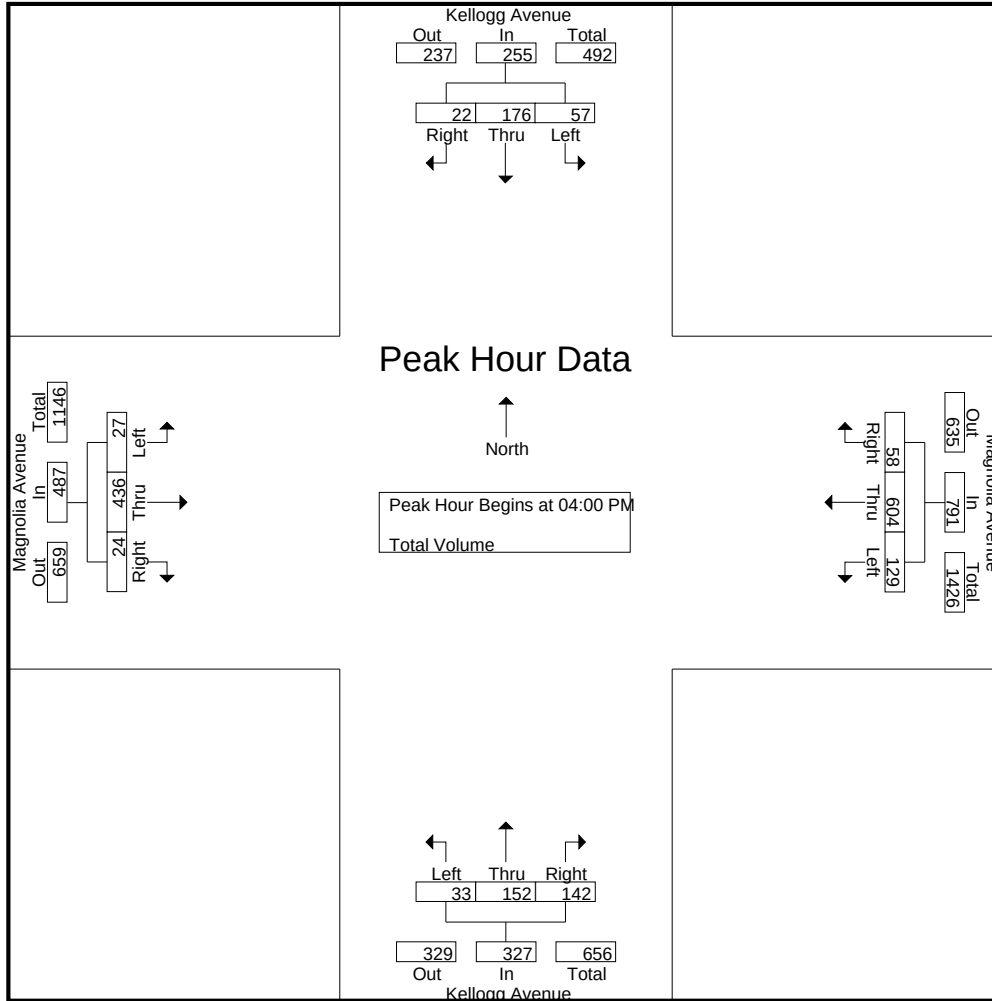
|             | Kellogg Avenue Southbound |      |       |            | Magnolia Avenue Westbound |      |       |            | Kellogg Avenue Northbound |      |       |            | Magnolia Avenue Eastbound |      |       |            |            |
|-------------|---------------------------|------|-------|------------|---------------------------|------|-------|------------|---------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time  | Left                      | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. Total |
| 04:00 PM    | 12                        | 46   | 3     | 61         | 31                        | 165  | 19    | 215        | 10                        | 38   | 33    | 81         | 9                         | 115  | 3     | 127        | 484        |
| 04:15 PM    | 15                        | 39   | 6     | 60         | 29                        | 153  | 12    | 194        | 4                         | 51   | 33    | 88         | 6                         | 110  | 7     | 123        | 465        |
| 04:30 PM    | 13                        | 41   | 7     | 61         | 34                        | 131  | 16    | 181        | 11                        | 42   | 45    | 98         | 5                         | 106  | 8     | 119        | 459        |
| 04:45 PM    | 17                        | 50   | 6     | 73         | 35                        | 155  | 11    | 201        | 8                         | 21   | 31    | 60         | 7                         | 105  | 6     | 118        | 452        |
| Total       | 57                        | 176  | 22    | 255        | 129                       | 604  | 58    | 791        | 33                        | 152  | 142   | 327        | 27                        | 436  | 24    | 487        | 1860       |
| 05:00 PM    | 12                        | 38   | 13    | 63         | 39                        | 149  | 16    | 204        | 6                         | 35   | 33    | 74         | 9                         | 104  | 5     | 118        | 459        |
| 05:15 PM    | 17                        | 57   | 8     | 82         | 33                        | 157  | 21    | 211        | 5                         | 41   | 21    | 67         | 7                         | 88   | 4     | 99         | 459        |
| 05:30 PM    | 15                        | 35   | 4     | 54         | 36                        | 134  | 9     | 179        | 6                         | 38   | 33    | 77         | 6                         | 125  | 3     | 134        | 444        |
| 05:45 PM    | 4                         | 46   | 10    | 60         | 47                        | 158  | 12    | 217        | 5                         | 27   | 13    | 45         | 10                        | 110  | 5     | 125        | 447        |
| Total       | 48                        | 176  | 35    | 259        | 155                       | 598  | 58    | 811        | 22                        | 141  | 100   | 263        | 32                        | 427  | 17    | 476        | 1809       |
| Grand Total | 105                       | 352  | 57    | 514        | 284                       | 1202 | 116   | 1602       | 55                        | 293  | 242   | 590        | 59                        | 863  | 41    | 963        | 3669       |
| Apprch %    | 20.4                      | 68.5 | 11.1  |            | 17.7                      | 75   | 7.2   |            | 9.3                       | 49.7 | 41    |            | 6.1                       | 89.6 | 4.3   |            |            |
| Total %     | 2.9                       | 9.6  | 1.6   | 14         | 7.7                       | 32.8 | 3.2   | 43.7       | 1.5                       | 8    | 6.6   | 16.1       | 1.6                       | 23.5 | 1.1   | 26.2       |            |

|                                                            | Kellogg Avenue Southbound |           |          |            | Magnolia Avenue Westbound |            |           |            | Kellogg Avenue Northbound |           |           |            | Magnolia Avenue Eastbound |            |          |            |            |
|------------------------------------------------------------|---------------------------|-----------|----------|------------|---------------------------|------------|-----------|------------|---------------------------|-----------|-----------|------------|---------------------------|------------|----------|------------|------------|
| Start Time                                                 | Left                      | Thru      | Right    | App. Total | Left                      | Thru       | Right     | App. Total | Left                      | Thru      | Right     | App. Total | Left                      | Thru       | Right    | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                           |           |          |            |                           |            |           |            |                           |           |           |            |                           |            |          |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |                           |           |          |            |                           |            |           |            |                           |           |           |            |                           |            |          |            |            |
| 04:00 PM                                                   | 12                        | 46        | 3        | 61         | 31                        | <b>165</b> | <b>19</b> | <b>215</b> | 10                        | 38        | 33        | 81         | <b>9</b>                  | <b>115</b> | 3        | <b>127</b> | <b>484</b> |
| 04:15 PM                                                   | 15                        | 39        | 6        | 60         | 29                        | 153        | 12        | 194        | 4                         | <b>51</b> | 33        | 88         | 6                         | 110        | 7        | 123        | 465        |
| 04:30 PM                                                   | 13                        | 41        | <b>7</b> | 61         | 34                        | 131        | 16        | 181        | <b>11</b>                 | 42        | <b>45</b> | <b>98</b>  | 5                         | 106        | <b>8</b> | 119        | 459        |
| 04:45 PM                                                   | <b>17</b>                 | <b>50</b> | 6        | <b>73</b>  | <b>35</b>                 | 155        | 11        | 201        | 8                         | 21        | 31        | 60         | 7                         | 105        | 6        | 118        | 452        |
| Total Volume                                               | 57                        | 176       | 22       | 255        | 129                       | 604        | 58        | 791        | 33                        | 152       | 142       | 327        | 27                        | 436        | 24       | 487        | 1860       |
| % App. Total                                               | 22.4                      | 69        | 8.6      |            | 16.3                      | 76.4       | 7.3       |            | 10.1                      | 46.5      | 43.4      |            | 5.5                       | 89.5       | 4.9      |            |            |
| PHF                                                        | .838                      | .880      | .786     | .873       | .921                      | .915       | .763      | .920       | .750                      | .745      | .789      | .834       | .750                      | .948       | .750     | .959       | .961       |



City of Corona  
N/S: Kellogg Avenue  
E/W: Magnolia Avenue  
Weather: Clear

File Name : 22\_COR\_Kel\_Mag PM  
Site Code : 99926153  
Start Date : 2/26/2026  
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:

|              | 04:30 PM  |           |           |           | 05:00 PM  |            |           |            | 04:00 PM  |           |           |           | 04:00 PM |            |          |            |
|--------------|-----------|-----------|-----------|-----------|-----------|------------|-----------|------------|-----------|-----------|-----------|-----------|----------|------------|----------|------------|
| +0 mins.     | 13        | 41        | 7         | 61        | 39        | 149        | 16        | 204        | 10        | 38        | 33        | 81        | <b>9</b> | <b>115</b> | 3        | <b>127</b> |
| +15 mins.    | <b>17</b> | 50        | 6         | 73        | 33        | 157        | <b>21</b> | 211        | 4         | <b>51</b> | 33        | 88        | 6        | 110        | 7        | 123        |
| +30 mins.    | 12        | 38        | <b>13</b> | 63        | 36        | 134        | 9         | 179        | <b>11</b> | 42        | <b>45</b> | <b>98</b> | 5        | 106        | <b>8</b> | 119        |
| +45 mins.    | 17        | <b>57</b> | 8         | <b>82</b> | <b>47</b> | <b>158</b> | 12        | <b>217</b> | 8         | 21        | 31        | 60        | 7        | 105        | 6        | 118        |
| Total Volume | 59        | 186       | 34        | 279       | 155       | 598        | 58        | 811        | 33        | 152       | 142       | 327       | 27       | 436        | 24       | 487        |
| % App. Total | 21.1      | 66.7      | 12.2      |           | 19.1      | 73.7       | 7.2       |            | 10.1      | 46.5      | 43.4      |           | 5.5      | 89.5       | 4.9      |            |
| PHF          | .868      | .816      | .654      | .851      | .824      | .946       | .690      | .934       | .750      | .745      | .789      | .834      | .750     | .948       | .750     | .959       |

City of Corona  
N/S: Kellogg Avenue  
E/W: Magnolia Avenue  
Weather: Clear

File Name : 22\_COR\_Kel\_Mag SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 1

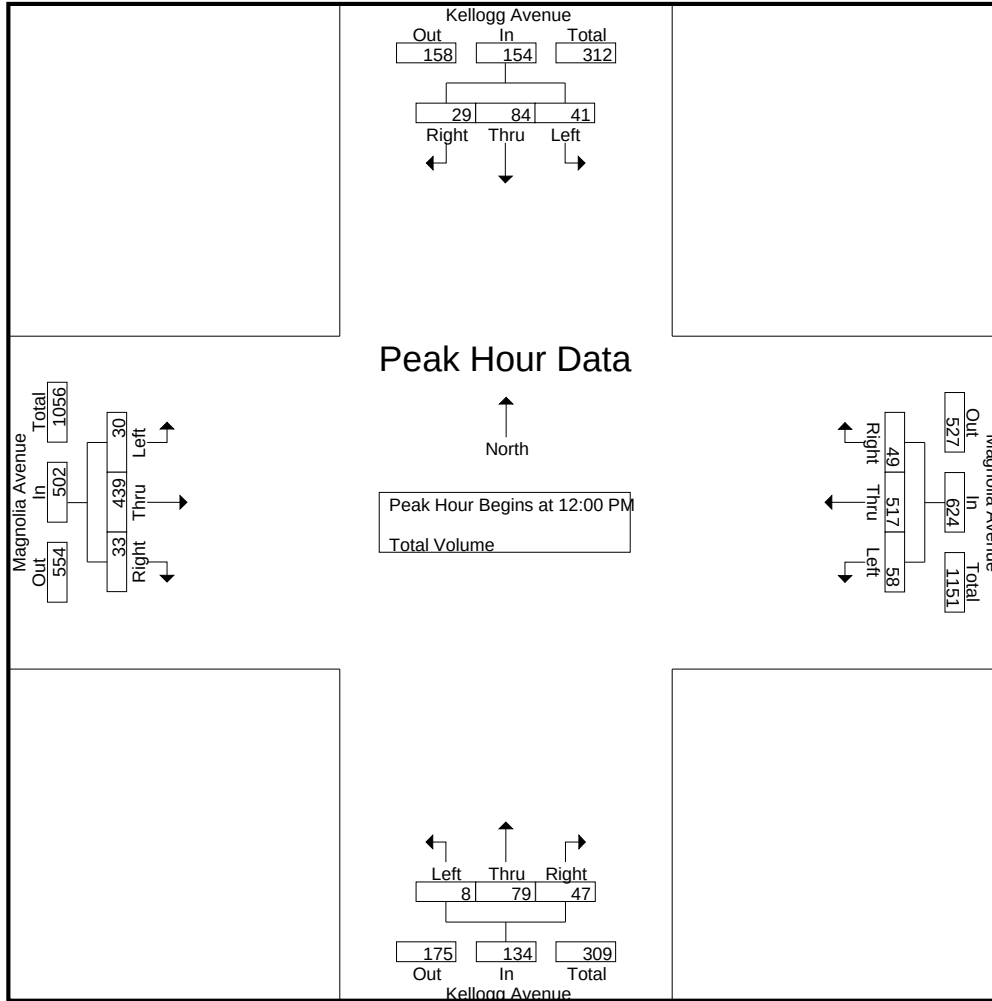
Groups Printed- Total Volume

|             | Kellogg Avenue Southbound |      |       |            | Magnolia Avenue Westbound |      |       |            | Kellogg Avenue Northbound |      |       |            | Magnolia Avenue Eastbound |      |       |            |            |
|-------------|---------------------------|------|-------|------------|---------------------------|------|-------|------------|---------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time  | Left                      | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. Total |
| 12:00 PM    | 11                        | 25   | 7     | 43         | 20                        | 122  | 5     | 147        | 1                         | 23   | 17    | 41         | 4                         | 120  | 8     | 132        | 363        |
| 12:15 PM    | 13                        | 17   | 5     | 35         | 10                        | 119  | 19    | 148        | 3                         | 12   | 8     | 23         | 10                        | 122  | 9     | 141        | 347        |
| 12:30 PM    | 7                         | 25   | 7     | 39         | 12                        | 131  | 16    | 159        | 2                         | 25   | 11    | 38         | 7                         | 101  | 8     | 116        | 352        |
| 12:45 PM    | 10                        | 17   | 10    | 37         | 16                        | 145  | 9     | 170        | 2                         | 19   | 11    | 32         | 9                         | 96   | 8     | 113        | 352        |
| Total       | 41                        | 84   | 29    | 154        | 58                        | 517  | 49    | 624        | 8                         | 79   | 47    | 134        | 30                        | 439  | 33    | 502        | 1414       |
| 01:00 PM    | 6                         | 20   | 7     | 33         | 16                        | 125  | 13    | 154        | 2                         | 19   | 14    | 35         | 3                         | 74   | 6     | 83         | 305        |
| 01:15 PM    | 14                        | 24   | 8     | 46         | 16                        | 103  | 15    | 134        | 3                         | 18   | 10    | 31         | 5                         | 82   | 3     | 90         | 301        |
| 01:30 PM    | 6                         | 17   | 6     | 29         | 12                        | 122  | 8     | 142        | 1                         | 14   | 8     | 23         | 9                         | 111  | 3     | 123        | 317        |
| 01:45 PM    | 9                         | 17   | 6     | 32         | 13                        | 115  | 11    | 139        | 1                         | 19   | 15    | 35         | 7                         | 113  | 3     | 123        | 329        |
| Total       | 35                        | 78   | 27    | 140        | 57                        | 465  | 47    | 569        | 7                         | 70   | 47    | 124        | 24                        | 380  | 15    | 419        | 1252       |
| Grand Total | 76                        | 162  | 56    | 294        | 115                       | 982  | 96    | 1193       | 15                        | 149  | 94    | 258        | 54                        | 819  | 48    | 921        | 2666       |
| Apprch %    | 25.9                      | 55.1 | 19    |            | 9.6                       | 82.3 | 8     |            | 5.8                       | 57.8 | 36.4  |            | 5.9                       | 88.9 | 5.2   |            |            |
| Total %     | 2.9                       | 6.1  | 2.1   | 11         | 4.3                       | 36.8 | 3.6   | 44.7       | 0.6                       | 5.6  | 3.5   | 9.7        | 2                         | 30.7 | 1.8   | 34.5       |            |

|                                                            | Kellogg Avenue Southbound |           |           |            | Magnolia Avenue Westbound |            |           |            | Kellogg Avenue Northbound |           |           |            | Magnolia Avenue Eastbound |            |          |            |            |
|------------------------------------------------------------|---------------------------|-----------|-----------|------------|---------------------------|------------|-----------|------------|---------------------------|-----------|-----------|------------|---------------------------|------------|----------|------------|------------|
| Start Time                                                 | Left                      | Thru      | Right     | App. Total | Left                      | Thru       | Right     | App. Total | Left                      | Thru      | Right     | App. Total | Left                      | Thru       | Right    | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1 |                           |           |           |            |                           |            |           |            |                           |           |           |            |                           |            |          |            |            |
| Peak Hour for Entire Intersection Begins at 12:00 PM       |                           |           |           |            |                           |            |           |            |                           |           |           |            |                           |            |          |            |            |
| 12:00 PM                                                   | 11                        | <b>25</b> | 7         | <b>43</b>  | <b>20</b>                 | 122        | 5         | 147        | 1                         | 23        | <b>17</b> | <b>41</b>  | 4                         | 120        | 8        | 132        | <b>363</b> |
| 12:15 PM                                                   | <b>13</b>                 | 17        | 5         | 35         | 10                        | 119        | <b>19</b> | 148        | <b>3</b>                  | 12        | 8         | 23         | <b>10</b>                 | <b>122</b> | <b>9</b> | <b>141</b> | 347        |
| 12:30 PM                                                   | 7                         | 25        | 7         | 39         | 12                        | 131        | 16        | 159        | 2                         | <b>25</b> | 11        | 38         | 7                         | 101        | 8        | 116        | 352        |
| 12:45 PM                                                   | 10                        | 17        | <b>10</b> | 37         | 16                        | <b>145</b> | 9         | <b>170</b> | 2                         | 19        | 11        | 32         | 9                         | 96         | 8        | 113        | 352        |
| Total Volume                                               | 41                        | 84        | 29        | 154        | 58                        | 517        | 49        | 624        | 8                         | 79        | 47        | 134        | 30                        | 439        | 33       | 502        | 1414       |
| % App. Total                                               | 26.6                      | 54.5      | 18.8      |            | 9.3                       | 82.9       | 7.9       |            | 6                         | 59        | 35.1      |            | 6                         | 87.5       | 6.6      |            |            |
| PHF                                                        | .788                      | .840      | .725      | .895       | .725                      | .891       | .645      | .918       | .667                      | .790      | .691      | .817       | .750                      | .900       | .917     | .890       | .974       |

City of Corona  
N/S: Kellogg Avenue  
E/W: Magnolia Avenue  
Weather: Clear

File Name : 22\_COR\_Kel\_Mag SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 12:30 PM  |           |           |           | 12:15 PM  |            |           |            | 12:30 PM |           |           |           | 12:00 PM  |            |          |            |
|--------------|-----------|-----------|-----------|-----------|-----------|------------|-----------|------------|----------|-----------|-----------|-----------|-----------|------------|----------|------------|
| +0 mins.     | 7         | <b>25</b> | 7         | 39        | 10        | 119        | <b>19</b> | 148        | 2        | <b>25</b> | 11        | <b>38</b> | 4         | 120        | 8        | 132        |
| +15 mins.    | 10        | 17        | <b>10</b> | 37        | 12        | 131        | 16        | 159        | 2        | 19        | 11        | 32        | <b>10</b> | <b>122</b> | <b>9</b> | <b>141</b> |
| +30 mins.    | 6         | 20        | 7         | 33        | <b>16</b> | <b>145</b> | 9         | <b>170</b> | 2        | 19        | <b>14</b> | 35        | 7         | 101        | 8        | 116        |
| +45 mins.    | <b>14</b> | 24        | 8         | <b>46</b> | 16        | 125        | 13        | 154        | <b>3</b> | 18        | 10        | 31        | 9         | 96         | 8        | 113        |
| Total Volume | 37        | 86        | 32        | 155       | 54        | 520        | 57        | 631        | 9        | 81        | 46        | 136       | 30        | 439        | 33       | 502        |
| % App. Total | 23.9      | 55.5      | 20.6      |           | 8.6       | 82.4       | 9         |            | 6.6      | 59.6      | 33.8      |           | 6         | 87.5       | 6.6      |            |
| PHF          | .661      | .860      | .800      | .842      | .844      | .897       | .750      | .928       | .750     | .810      | .821      | .895      | .750      | .900       | .917     | .890       |

Location: Corona  
 N/S: Kellogg Avenue  
 E/W: Magnolia Avenue



PEDESTRIANS

Date: 2/26/2026

Day: Thursday

|                | North Leg<br>Kellogg Avenue | East Leg<br>Magnolia Avenue | South Leg<br>Kellogg Avenue | West Leg<br>Magnolia Avenue |   |
|----------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|---|
|                | Pedestrians                 | Pedestrians                 | Pedestrians                 | Pedestrians                 |   |
| 6:30 AM        | 0                           | 0                           | 0                           | 0                           | 0 |
| 6:45 AM        | 1                           | 0                           | 0                           | 0                           | 1 |
| 7:00 AM        | 0                           | 0                           | 1                           | 1                           | 2 |
| 7:15 AM        | 0                           | 0                           | 0                           | 0                           | 0 |
| 7:30 AM        | 0                           | 0                           | 1                           | 0                           | 1 |
| 7:45 AM        | 0                           | 0                           | 0                           | 0                           | 0 |
| 8:00 AM        | 1                           | 0                           | 0                           | 0                           | 1 |
| 8:15 AM        | 2                           | 0                           | 0                           | 0                           | 2 |
| 8:30 AM        | 0                           | 0                           | 0                           | 0                           | 0 |
| 8:45 AM        | 0                           | 0                           | 0                           | 0                           | 0 |
| TOTAL VOLUMES: | 4                           | 0                           | 2                           | 1                           | 7 |

Date: 2/26/2026

Day: Thursday

|                | North Leg<br>Kellogg Avenue | East Leg<br>Magnolia Avenue | South Leg<br>Kellogg Avenue | West Leg<br>Magnolia Avenue |    |
|----------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|----|
|                | Pedestrians                 | Pedestrians                 | Pedestrians                 | Pedestrians                 |    |
| 4:00 PM        | 0                           | 0                           | 1                           | 0                           | 1  |
| 4:15 PM        | 0                           | 0                           | 1                           | 0                           | 1  |
| 4:30 PM        | 0                           | 4                           | 0                           | 0                           | 4  |
| 4:45 PM        | 1                           | 0                           | 0                           | 0                           | 1  |
| 5:00 PM        | 3                           | 0                           | 1                           | 0                           | 4  |
| 5:15 PM        | 0                           | 0                           | 0                           | 0                           | 0  |
| 5:30 PM        | 1                           | 0                           | 0                           | 1                           | 2  |
| 5:45 PM        | 2                           | 0                           | 0                           | 0                           | 2  |
| TOTAL VOLUMES: | 7                           | 4                           | 3                           | 1                           | 15 |

Date: 2/28/2026

Day: Saturday

|                | North Leg<br>Kellogg Avenue | East Leg<br>Magnolia Avenue | South Leg<br>Kellogg Avenue | West Leg<br>Magnolia Avenue |   |
|----------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|---|
|                | Pedestrians                 | Pedestrians                 | Pedestrians                 | Pedestrians                 |   |
| 12:00 PM       | 0                           | 0                           | 0                           | 0                           | 0 |
| 12:15 PM       | 0                           | 0                           | 0                           | 0                           | 0 |
| 12:30 PM       | 0                           | 0                           | 0                           | 0                           | 0 |
| 12:45 PM       | 1                           | 0                           | 0                           | 0                           | 1 |
| 1:00 PM        | 0                           | 0                           | 0                           | 0                           | 0 |
| 1:15 PM        | 0                           | 0                           | 0                           | 0                           | 0 |
| 1:30 PM        | 0                           | 0                           | 0                           | 0                           | 0 |
| 1:45 PM        | 0                           | 0                           | 0                           | 0                           | 0 |
| TOTAL VOLUMES: | 1                           | 0                           | 0                           | 0                           | 1 |

Location: Corona  
 N/S: Kellogg Avenue  
 E/W: Magnolia Avenue



**BICYCLES**

Date: 2/26/2026  
 Day: Thursday

|                | Southbound<br>Kellogg Avenue |      |       | Westbound<br>Magnolia Avenue |      |       | Northbound<br>Kellogg Avenue |      |       | Eastbound<br>Magnolia Avenue |      |       |   |
|----------------|------------------------------|------|-------|------------------------------|------|-------|------------------------------|------|-------|------------------------------|------|-------|---|
|                | Left                         | Thru | Right | Left                         | Thru | Right | Left                         | Thru | Right | Left                         | Thru | Right |   |
| 6:30 AM        | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 0 |
| 6:45 AM        | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 0 |
| 7:00 AM        | 0                            | 0    | 0     | 0                            | 1    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 1 |
| 7:15 AM        | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 0 |
| 7:30 AM        | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 0 |
| 7:45 AM        | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 1    | 0     | 1 |
| 8:00 AM        | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 1    | 0     | 1 |
| 8:15 AM        | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 1    | 0     | 1 |
| 8:30 AM        | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 0 |
| 8:45 AM        | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 1    | 0     | 1 |
| TOTAL VOLUMES: | 0                            | 0    | 0     | 0                            | 1    | 0     | 0                            | 0    | 0     | 0                            | 4    | 0     | 5 |

Date: 2/26/2026  
 Day: Thursday

|                | Southbound<br>Kellogg Avenue |      |       | Westbound<br>Magnolia Avenue |      |       | Northbound<br>Kellogg Avenue |      |       | Eastbound<br>Magnolia Avenue |      |       |   |
|----------------|------------------------------|------|-------|------------------------------|------|-------|------------------------------|------|-------|------------------------------|------|-------|---|
|                | Left                         | Thru | Right | Left                         | Thru | Right | Left                         | Thru | Right | Left                         | Thru | Right |   |
| 4:00 PM        | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 0 |
| 4:15 PM        | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 1     | 0                            | 0    | 0     | 1 |
| 4:30 PM        | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 0 |
| 4:45 PM        | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 0 |
| 5:00 PM        | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 0 |
| 5:15 PM        | 0                            | 1    | 0     | 0                            | 1    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 2 |
| 5:30 PM        | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 0 |
| 5:45 PM        | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 0 |
| TOTAL VOLUMES: | 0                            | 1    | 0     | 0                            | 1    | 0     | 0                            | 0    | 1     | 0                            | 0    | 0     | 3 |

Date: 2/28/2026  
 Day: Saturday

|                | Southbound<br>Kellogg Avenue |      |       | Westbound<br>Magnolia Avenue |      |       | Northbound<br>Kellogg Avenue |      |       | Eastbound<br>Magnolia Avenue |      |       |    |
|----------------|------------------------------|------|-------|------------------------------|------|-------|------------------------------|------|-------|------------------------------|------|-------|----|
|                | Left                         | Thru | Right | Left                         | Thru | Right | Left                         | Thru | Right | Left                         | Thru | Right |    |
| 12:00 PM       | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 0  |
| 12:15 PM       | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 1                            | 0    | 0     | 1  |
| 12:30 PM       | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 0  |
| 12:45 PM       | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 2    | 2     | 4  |
| 1:00 PM        | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 0  |
| 1:15 PM        | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 0  |
| 1:30 PM        | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 4    | 0     | 0                            | 0    | 0     | 4  |
| 1:45 PM        | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 0    | 0     | 2                            | 0    | 0     | 2  |
| TOTAL VOLUMES: | 0                            | 0    | 0     | 0                            | 0    | 0     | 0                            | 4    | 0     | 3                            | 2    | 2     | 11 |

City of Corona  
N/S: Magnolia Avenue  
E/W: E Ontario Avenue  
Weather: Clear

File Name : 23\_COR\_Mag\_Ont AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

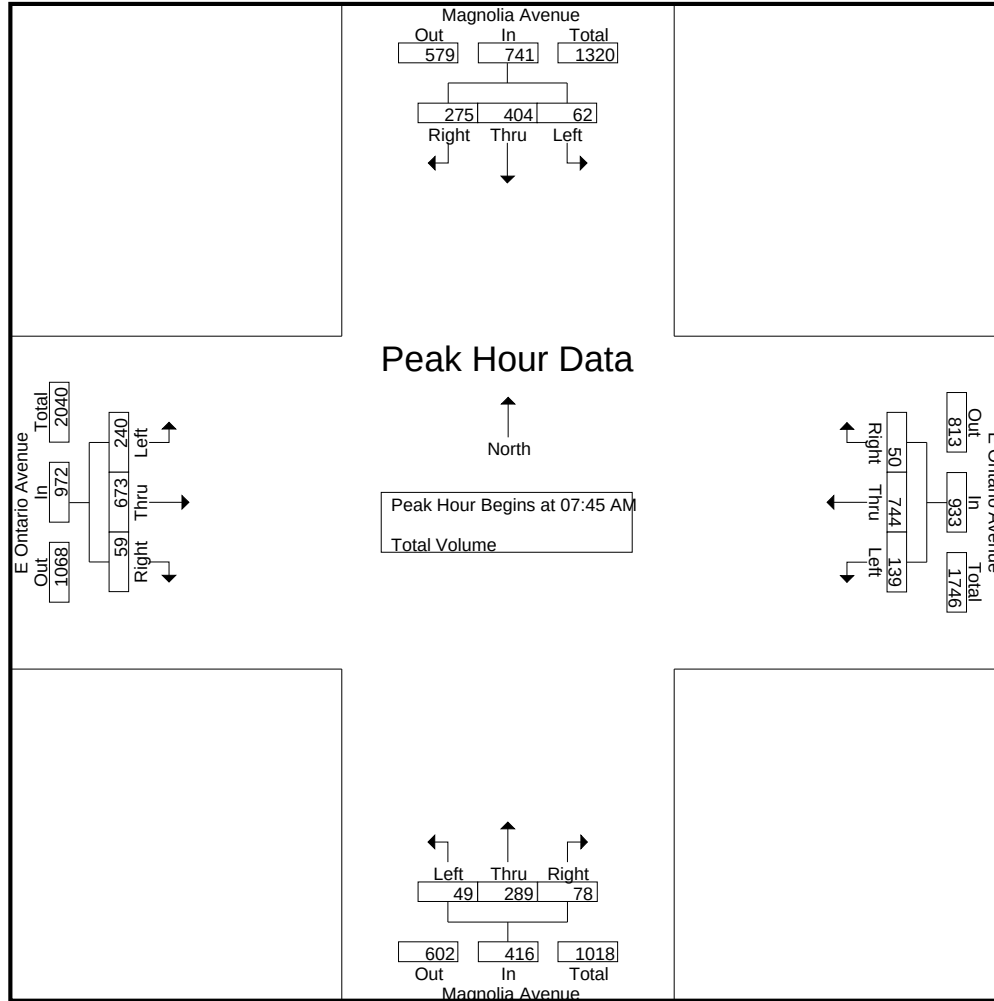
Groups Printed- Total Volume

|             | Magnolia Avenue Southbound |      |       |            | E Ontario Avenue Westbound |      |       |            | Magnolia Avenue Northbound |      |       |            | E Ontario Avenue Eastbound |      |       |            |            |
|-------------|----------------------------|------|-------|------------|----------------------------|------|-------|------------|----------------------------|------|-------|------------|----------------------------|------|-------|------------|------------|
| Start Time  | Left                       | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Int. Total |
| 06:30 AM    | 1                          | 34   | 45    | 80         | 16                         | 111  | 0     | 127        | 5                          | 38   | 7     | 50         | 13                         | 41   | 1     | 55         | 312        |
| 06:45 AM    | 5                          | 57   | 51    | 113        | 11                         | 147  | 8     | 166        | 7                          | 52   | 8     | 67         | 25                         | 88   | 2     | 115        | 461        |
| Total       | 6                          | 91   | 96    | 193        | 27                         | 258  | 8     | 293        | 12                         | 90   | 15    | 117        | 38                         | 129  | 3     | 170        | 773        |
| 07:00 AM    | 3                          | 70   | 47    | 120        | 14                         | 133  | 2     | 149        | 10                         | 58   | 7     | 75         | 27                         | 73   | 4     | 104        | 448        |
| 07:15 AM    | 8                          | 110  | 65    | 183        | 24                         | 156  | 4     | 184        | 4                          | 66   | 10    | 80         | 36                         | 79   | 6     | 121        | 568        |
| 07:30 AM    | 10                         | 118  | 68    | 196        | 34                         | 155  | 4     | 193        | 11                         | 67   | 20    | 98         | 36                         | 131  | 7     | 174        | 661        |
| 07:45 AM    | 10                         | 104  | 70    | 184        | 25                         | 156  | 9     | 190        | 12                         | 96   | 18    | 126        | 47                         | 183  | 17    | 247        | 747        |
| Total       | 31                         | 402  | 250   | 683        | 97                         | 600  | 19    | 716        | 37                         | 287  | 55    | 379        | 146                        | 466  | 34    | 646        | 2424       |
| 08:00 AM    | 15                         | 95   | 63    | 173        | 24                         | 181  | 14    | 219        | 10                         | 56   | 19    | 85         | 72                         | 196  | 18    | 286        | 763        |
| 08:15 AM    | 21                         | 95   | 62    | 178        | 36                         | 201  | 13    | 250        | 10                         | 62   | 23    | 95         | 49                         | 163  | 10    | 222        | 745        |
| 08:30 AM    | 16                         | 110  | 80    | 206        | 54                         | 206  | 14    | 274        | 17                         | 75   | 18    | 110        | 72                         | 131  | 14    | 217        | 807        |
| 08:45 AM    | 13                         | 89   | 80    | 182        | 36                         | 167  | 5     | 208        | 12                         | 61   | 21    | 94         | 59                         | 131  | 17    | 207        | 691        |
| Total       | 65                         | 389  | 285   | 739        | 150                        | 755  | 46    | 951        | 49                         | 254  | 81    | 384        | 252                        | 621  | 59    | 932        | 3006       |
| Grand Total | 102                        | 882  | 631   | 1615       | 274                        | 1613 | 73    | 1960       | 98                         | 631  | 151   | 880        | 436                        | 1216 | 96    | 1748       | 6203       |
| Apprch %    | 6.3                        | 54.6 | 39.1  |            | 14                         | 82.3 | 3.7   |            | 11.1                       | 71.7 | 17.2  |            | 24.9                       | 69.6 | 5.5   |            |            |
| Total %     | 1.6                        | 14.2 | 10.2  | 26         | 4.4                        | 26   | 1.2   | 31.6       | 1.6                        | 10.2 | 2.4   | 14.2       | 7                          | 19.6 | 1.5   | 28.2       |            |

|                                                            | Magnolia Avenue Southbound |            |           |            | E Ontario Avenue Westbound |            |           |            | Magnolia Avenue Northbound |           |           |            | E Ontario Avenue Eastbound |            |           |            |            |
|------------------------------------------------------------|----------------------------|------------|-----------|------------|----------------------------|------------|-----------|------------|----------------------------|-----------|-----------|------------|----------------------------|------------|-----------|------------|------------|
| Start Time                                                 | Left                       | Thru       | Right     | App. Total | Left                       | Thru       | Right     | App. Total | Left                       | Thru      | Right     | App. Total | Left                       | Thru       | Right     | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1 |                            |            |           |            |                            |            |           |            |                            |           |           |            |                            |            |           |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                            |            |           |            |                            |            |           |            |                            |           |           |            |                            |            |           |            |            |
| 07:45 AM                                                   | 10                         | 104        | 70        | 184        | 25                         | 156        | 9         | 190        | 12                         | <b>96</b> | 18        | <b>126</b> | 47                         | 183        | 17        | 247        | 747        |
| 08:00 AM                                                   | 15                         | 95         | 63        | 173        | 24                         | 181        | <b>14</b> | 219        | 10                         | 56        | 19        | 85         | <b>72</b>                  | <b>196</b> | <b>18</b> | <b>286</b> | 763        |
| 08:15 AM                                                   | <b>21</b>                  | 95         | 62        | 178        | 36                         | 201        | 13        | 250        | 10                         | 62        | <b>23</b> | 95         | 49                         | 163        | 10        | 222        | 745        |
| 08:30 AM                                                   | 16                         | <b>110</b> | <b>80</b> | <b>206</b> | <b>54</b>                  | <b>206</b> | 14        | <b>274</b> | <b>17</b>                  | 75        | 18        | 110        | 72                         | 131        | 14        | 217        | <b>807</b> |
| Total Volume                                               | 62                         | 404        | 275       | 741        | 139                        | 744        | 50        | 933        | 49                         | 289       | 78        | 416        | 240                        | 673        | 59        | 972        | 3062       |
| % App. Total                                               | 8.4                        | 54.5       | 37.1      |            | 14.9                       | 79.7       | 5.4       |            | 11.8                       | 69.5      | 18.8      |            | 24.7                       | 69.2       | 6.1       |            |            |
| PHF                                                        | .738                       | .918       | .859      | .899       | .644                       | .903       | .893      | .851       | .721                       | .753      | .848      | .825       | .833                       | .858       | .819      | .850       | .949       |

City of Corona  
N/S: Magnolia Avenue  
E/W: E Ontario Avenue  
Weather: Clear

File Name : 23\_COR\_Mag\_Ont AM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 07:45 AM  |            |           |            | 08:00 AM  |            |           |            | 07:45 AM  |           |           |            | 07:45 AM  |            |           |            |
|--------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|-----------|-----------|------------|-----------|------------|-----------|------------|
| +0 mins.     | 10        | 104        | 70        | 184        | 24        | 181        | <b>14</b> | 219        | 12        | <b>96</b> | 18        | <b>126</b> | 47        | 183        | 17        | 247        |
| +15 mins.    | 15        | 95         | 63        | 173        | 36        | 201        | 13        | 250        | 10        | 56        | 19        | 85         | <b>72</b> | <b>196</b> | <b>18</b> | <b>286</b> |
| +30 mins.    | <b>21</b> | 95         | 62        | 178        | <b>54</b> | <b>206</b> | 14        | <b>274</b> | 10        | 62        | <b>23</b> | 95         | 49        | 163        | 10        | 222        |
| +45 mins.    | 16        | <b>110</b> | <b>80</b> | <b>206</b> | 36        | 167        | 5         | 208        | <b>17</b> | 75        | 18        | 110        | 72        | 131        | 14        | 217        |
| Total Volume | 62        | 404        | 275       | 741        | 150       | 755        | 46        | 951        | 49        | 289       | 78        | 416        | 240       | 673        | 59        | 972        |
| % App. Total | 8.4       | 54.5       | 37.1      |            | 15.8      | 79.4       | 4.8       |            | 11.8      | 69.5      | 18.8      |            | 24.7      | 69.2       | 6.1       |            |
| PHF          | .738      | .918       | .859      | .899       | .694      | .916       | .821      | .868       | .721      | .753      | .848      | .825       | .833      | .858       | .819      | .850       |

City of Corona  
N/S: Magnolia Avenue  
E/W: E Ontario Avenue  
Weather: Clear

File Name : 23\_COR\_Mag\_Ont PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 1

Groups Printed- Total Volume

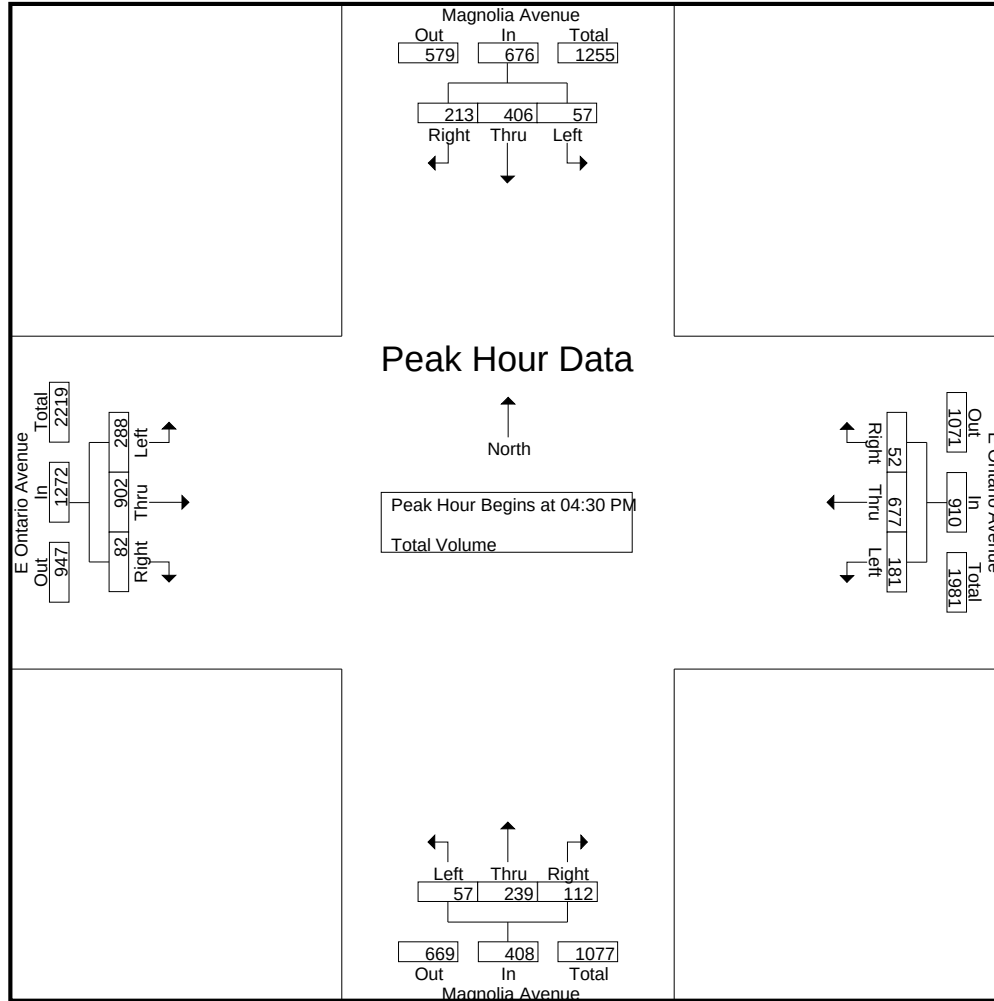
|             | Magnolia Avenue<br>Southbound |      |       |            | E Ontario Avenue<br>Westbound |      |       |            | Magnolia Avenue<br>Northbound |      |       |            | E Ontario Avenue<br>Eastbound |      |       |            |            |
|-------------|-------------------------------|------|-------|------------|-------------------------------|------|-------|------------|-------------------------------|------|-------|------------|-------------------------------|------|-------|------------|------------|
| Start Time  | Left                          | Thru | Right | App. Total | Left                          | Thru | Right | App. Total | Left                          | Thru | Right | App. Total | Left                          | Thru | Right | App. Total | Int. Total |
| 04:00 PM    | 12                            | 102  | 53    | 167        | 40                            | 216  | 10    | 266        | 15                            | 49   | 22    | 86         | 79                            | 174  | 19    | 272        | 791        |
| 04:15 PM    | 15                            | 114  | 48    | 177        | 27                            | 138  | 8     | 173        | 22                            | 51   | 20    | 93         | 69                            | 183  | 19    | 271        | 714        |
| 04:30 PM    | 15                            | 107  | 54    | 176        | 67                            | 179  | 17    | 263        | 10                            | 75   | 32    | 117        | 69                            | 202  | 10    | 281        | 837        |
| 04:45 PM    | 14                            | 107  | 53    | 174        | 34                            | 146  | 17    | 197        | 21                            | 58   | 30    | 109        | 76                            | 245  | 23    | 344        | 824        |
| Total       | 56                            | 430  | 208   | 694        | 168                           | 679  | 52    | 899        | 68                            | 233  | 104   | 405        | 293                           | 804  | 71    | 1168       | 3166       |
| 05:00 PM    | 16                            | 94   | 51    | 161        | 50                            | 184  | 14    | 248        | 14                            | 57   | 31    | 102        | 81                            | 214  | 25    | 320        | 831        |
| 05:15 PM    | 12                            | 98   | 55    | 165        | 30                            | 168  | 4     | 202        | 12                            | 49   | 19    | 80         | 62                            | 241  | 24    | 327        | 774        |
| 05:30 PM    | 13                            | 121  | 41    | 175        | 37                            | 161  | 12    | 210        | 16                            | 62   | 24    | 102        | 78                            | 211  | 29    | 318        | 805        |
| 05:45 PM    | 15                            | 105  | 51    | 171        | 28                            | 148  | 11    | 187        | 7                             | 68   | 22    | 97         | 71                            | 211  | 27    | 309        | 764        |
| Total       | 56                            | 418  | 198   | 672        | 145                           | 661  | 41    | 847        | 49                            | 236  | 96    | 381        | 292                           | 877  | 105   | 1274       | 3174       |
| Grand Total | 112                           | 848  | 406   | 1366       | 313                           | 1340 | 93    | 1746       | 117                           | 469  | 200   | 786        | 585                           | 1681 | 176   | 2442       | 6340       |
| Apprch %    | 8.2                           | 62.1 | 29.7  |            | 17.9                          | 76.7 | 5.3   |            | 14.9                          | 59.7 | 25.4  |            | 24                            | 68.8 | 7.2   |            |            |
| Total %     | 1.8                           | 13.4 | 6.4   | 21.5       | 4.9                           | 21.1 | 1.5   | 27.5       | 1.8                           | 7.4  | 3.2   | 12.4       | 9.2                           | 26.5 | 2.8   | 38.5       |            |

|                                                            | Magnolia Avenue<br>Southbound |            |           |            | E Ontario Avenue<br>Westbound |            |           |            | Magnolia Avenue<br>Northbound |           |           |            | E Ontario Avenue<br>Eastbound |            |           |            |            |
|------------------------------------------------------------|-------------------------------|------------|-----------|------------|-------------------------------|------------|-----------|------------|-------------------------------|-----------|-----------|------------|-------------------------------|------------|-----------|------------|------------|
| Start Time                                                 | Left                          | Thru       | Right     | App. Total | Left                          | Thru       | Right     | App. Total | Left                          | Thru      | Right     | App. Total | Left                          | Thru       | Right     | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                               |            |           |            |                               |            |           |            |                               |           |           |            |                               |            |           |            |            |
| Peak Hour for Entire Intersection Begins at 04:30 PM       |                               |            |           |            |                               |            |           |            |                               |           |           |            |                               |            |           |            |            |
| 04:30 PM                                                   | 15                            | <b>107</b> | 54        | <b>176</b> | <b>67</b>                     | 179        | <b>17</b> | <b>263</b> | 10                            | <b>75</b> | <b>32</b> | <b>117</b> | 69                            | 202        | 10        | 281        | <b>837</b> |
| 04:45 PM                                                   | 14                            | 107        | 53        | 174        | 34                            | 146        | 17        | 197        | <b>21</b>                     | 58        | 30        | 109        | 76                            | <b>245</b> | 23        | <b>344</b> | 824        |
| 05:00 PM                                                   | <b>16</b>                     | 94         | 51        | 161        | 50                            | <b>184</b> | 14        | 248        | 14                            | 57        | 31        | 102        | <b>81</b>                     | 214        | <b>25</b> | 320        | 831        |
| 05:15 PM                                                   | 12                            | 98         | <b>55</b> | 165        | 30                            | 168        | 4         | 202        | 12                            | 49        | 19        | 80         | 62                            | 241        | 24        | 327        | 774        |
| Total Volume                                               | 57                            | 406        | 213       | 676        | 181                           | 677        | 52        | 910        | 57                            | 239       | 112       | 408        | 288                           | 902        | 82        | 1272       | 3266       |
| % App. Total                                               | 8.4                           | 60.1       | 31.5      |            | 19.9                          | 74.4       | 5.7       |            | 14                            | 58.6      | 27.5      |            | 22.6                          | 70.9       | 6.4       |            |            |
| PHF                                                        | .891                          | .949       | .968      | .960       | .675                          | .920       | .765      | .865       | .679                          | .797      | .875      | .872       | .889                          | .920       | .820      | .924       | .976       |



City of Corona  
N/S: Magnolia Avenue  
E/W: E Ontario Avenue  
Weather: Clear

File Name : 23\_COR\_Mag\_Ont PM  
Site Code : 99926153  
Start Date : 2/26/2026  
Page No : 2



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

|              | 04:00 PM  |            |           |            | 04:30 PM  |            |           |            | 04:15 PM  |           |           |            | 04:45 PM  |            |           |            |
|--------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|-----------|-----------|------------|-----------|------------|-----------|------------|
| +0 mins.     | 12        | 102        | 53        | 167        | <b>67</b> | 179        | <b>17</b> | <b>263</b> | <b>22</b> | 51        | 20        | 93         | 76        | <b>245</b> | 23        | <b>344</b> |
| +15 mins.    | <b>15</b> | <b>114</b> | 48        | <b>177</b> | 34        | 146        | 17        | 197        | 10        | <b>75</b> | <b>32</b> | <b>117</b> | <b>81</b> | 214        | 25        | 320        |
| +30 mins.    | 15        | 107        | <b>54</b> | 176        | 50        | <b>184</b> | 14        | 248        | 21        | 58        | 30        | 109        | 62        | 241        | 24        | 327        |
| +45 mins.    | 14        | 107        | 53        | 174        | 30        | 168        | 4         | 202        | 14        | 57        | 31        | 102        | 78        | 211        | <b>29</b> | 318        |
| Total Volume | 56        | 430        | 208       | 694        | 181       | 677        | 52        | 910        | 67        | 241       | 113       | 421        | 297       | 911        | 101       | 1309       |
| % App. Total | 8.1       | 62         | 30        |            | 19.9      | 74.4       | 5.7       |            | 15.9      | 57.2      | 26.8      |            | 22.7      | 69.6       | 7.7       |            |
| PHF          | .933      | .943       | .963      | .980       | .675      | .920       | .765      | .865       | .761      | .803      | .883      | .900       | .917      | .930       | .871      | .951       |

City of Corona  
N/S: Magnolia Avenue  
E/W: E Ontario Avenue  
Weather: Clear

File Name : 23\_COR\_Mag\_Ont SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 1

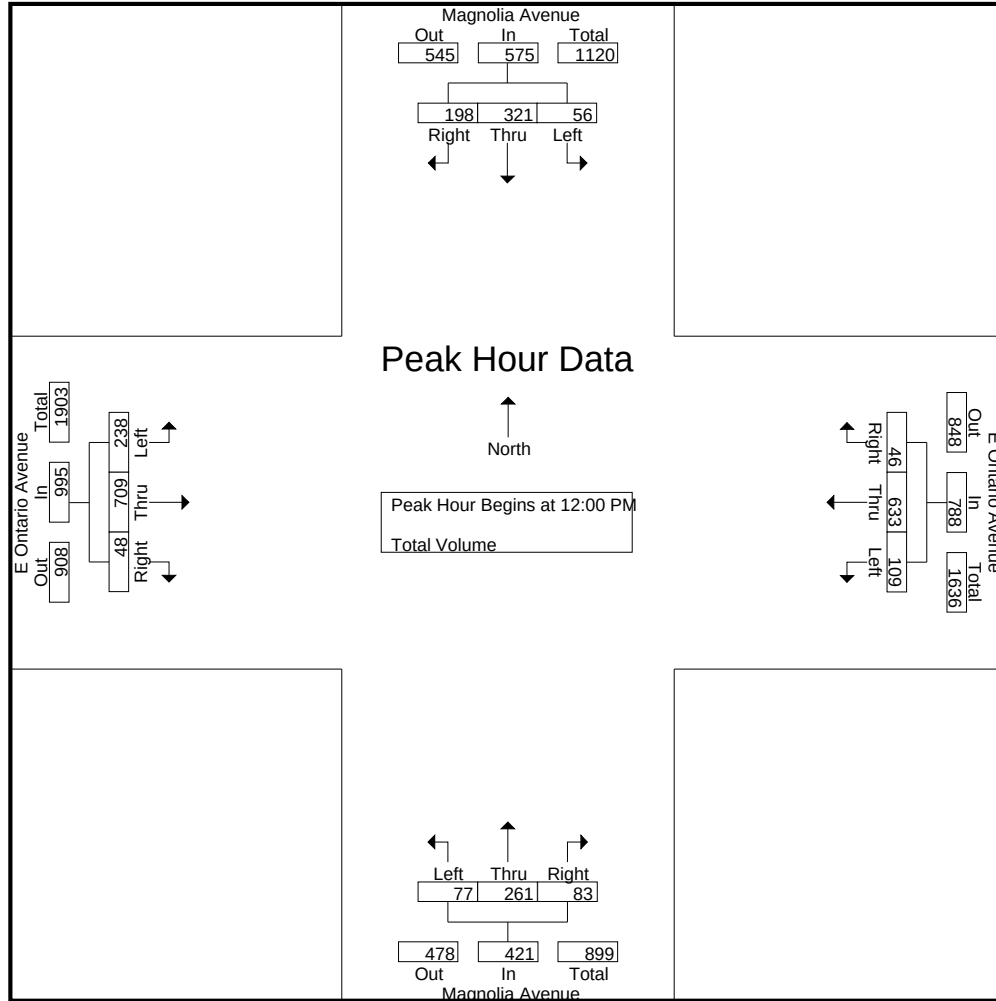
Groups Printed- Total Volume

|             | Magnolia Avenue Southbound |      |       |            | E Ontario Avenue Westbound |      |       |            | Magnolia Avenue Northbound |      |       |            | E Ontario Avenue Eastbound |      |       |            |            |
|-------------|----------------------------|------|-------|------------|----------------------------|------|-------|------------|----------------------------|------|-------|------------|----------------------------|------|-------|------------|------------|
| Start Time  | Left                       | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Int. Total |
| 12:00 PM    | 11                         | 76   | 40    | 127        | 36                         | 166  | 16    | 218        | 15                         | 58   | 24    | 97         | 69                         | 189  | 14    | 272        | 714        |
| 12:15 PM    | 19                         | 79   | 53    | 151        | 25                         | 153  | 10    | 188        | 28                         | 80   | 24    | 132        | 56                         | 167  | 12    | 235        | 706        |
| 12:30 PM    | 12                         | 77   | 44    | 133        | 26                         | 143  | 7     | 176        | 17                         | 72   | 20    | 109        | 59                         | 168  | 18    | 245        | 663        |
| 12:45 PM    | 14                         | 89   | 61    | 164        | 22                         | 171  | 13    | 206        | 17                         | 51   | 15    | 83         | 54                         | 185  | 4     | 243        | 696        |
| Total       | 56                         | 321  | 198   | 575        | 109                        | 633  | 46    | 788        | 77                         | 261  | 83    | 421        | 238                        | 709  | 48    | 995        | 2779       |
| 01:00 PM    | 9                          | 83   | 69    | 161        | 39                         | 139  | 15    | 193        | 18                         | 39   | 20    | 77         | 47                         | 144  | 13    | 204        | 635        |
| 01:15 PM    | 15                         | 63   | 56    | 134        | 31                         | 151  | 11    | 193        | 13                         | 50   | 15    | 78         | 57                         | 156  | 11    | 224        | 629        |
| 01:30 PM    | 16                         | 78   | 43    | 137        | 28                         | 209  | 7     | 244        | 24                         | 64   | 19    | 107        | 51                         | 147  | 9     | 207        | 695        |
| 01:45 PM    | 11                         | 70   | 42    | 123        | 36                         | 150  | 10    | 196        | 26                         | 86   | 29    | 141        | 65                         | 178  | 19    | 262        | 722        |
| Total       | 51                         | 294  | 210   | 555        | 134                        | 649  | 43    | 826        | 81                         | 239  | 83    | 403        | 220                        | 625  | 52    | 897        | 2681       |
| Grand Total | 107                        | 615  | 408   | 1130       | 243                        | 1282 | 89    | 1614       | 158                        | 500  | 166   | 824        | 458                        | 1334 | 100   | 1892       | 5460       |
| Apprch %    | 9.5                        | 54.4 | 36.1  |            | 15.1                       | 79.4 | 5.5   |            | 19.2                       | 60.7 | 20.1  |            | 24.2                       | 70.5 | 5.3   |            |            |
| Total %     | 2                          | 11.3 | 7.5   | 20.7       | 4.5                        | 23.5 | 1.6   | 29.6       | 2.9                        | 9.2  | 3     | 15.1       | 8.4                        | 24.4 | 1.8   | 34.7       |            |

|                                                            | Magnolia Avenue Southbound |           |           |            | E Ontario Avenue Westbound |            |           |            | Magnolia Avenue Northbound |           |           |            | E Ontario Avenue Eastbound |            |           |            |            |
|------------------------------------------------------------|----------------------------|-----------|-----------|------------|----------------------------|------------|-----------|------------|----------------------------|-----------|-----------|------------|----------------------------|------------|-----------|------------|------------|
| Start Time                                                 | Left                       | Thru      | Right     | App. Total | Left                       | Thru       | Right     | App. Total | Left                       | Thru      | Right     | App. Total | Left                       | Thru       | Right     | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1 |                            |           |           |            |                            |            |           |            |                            |           |           |            |                            |            |           |            |            |
| Peak Hour for Entire Intersection Begins at 12:00 PM       |                            |           |           |            |                            |            |           |            |                            |           |           |            |                            |            |           |            |            |
| 12:00 PM                                                   | 11                         | 76        | 40        | 127        | <b>36</b>                  | 166        | <b>16</b> | <b>218</b> | 15                         | 58        | <b>24</b> | 97         | <b>69</b>                  | <b>189</b> | 14        | <b>272</b> | <b>714</b> |
| 12:15 PM                                                   | <b>19</b>                  | 79        | 53        | 151        | 25                         | 153        | 10        | 188        | <b>28</b>                  | <b>80</b> | 24        | <b>132</b> | 56                         | 167        | 12        | 235        | 706        |
| 12:30 PM                                                   | 12                         | 77        | 44        | 133        | 26                         | 143        | 7         | 176        | 17                         | 72        | 20        | 109        | 59                         | 168        | <b>18</b> | 245        | 663        |
| 12:45 PM                                                   | 14                         | <b>89</b> | <b>61</b> | <b>164</b> | 22                         | <b>171</b> | 13        | 206        | 17                         | 51        | 15        | 83         | 54                         | 185        | 4         | 243        | 696        |
| Total Volume                                               | 56                         | 321       | 198       | 575        | 109                        | 633        | 46        | 788        | 77                         | 261       | 83        | 421        | 238                        | 709        | 48        | 995        | 2779       |
| % App. Total                                               | 9.7                        | 55.8      | 34.4      |            | 13.8                       | 80.3       | 5.8       |            | 18.3                       | 62        | 19.7      |            | 23.9                       | 71.3       | 4.8       |            |            |
| PHF                                                        | .737                       | .902      | .811      | .877       | .757                       | .925       | .719      | .904       | .688                       | .816      | .865      | .797       | .862                       | .938       | .667      | .915       | .973       |

City of Corona  
N/S: Magnolia Avenue  
E/W: E Ontario Avenue  
Weather: Clear

File Name : 23\_COR\_Mag\_Ont SAT  
Site Code : 99926153  
Start Date : 2/28/2026  
Page No : 2



Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 12:15 PM |      |      |      | 12:45 PM |      |      |      | 12:00 PM |      |      |      | 12:00 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 19       | 79   | 53   | 151  | 22       | 171  | 13   | 206  | 15       | 58   | 24   | 97   | 69       | 189  | 14   | 272  |
| +15 mins.    | 12       | 77   | 44   | 133  | 39       | 139  | 15   | 193  | 28       | 80   | 24   | 132  | 56       | 167  | 12   | 235  |
| +30 mins.    | 14       | 89   | 61   | 164  | 31       | 151  | 11   | 193  | 17       | 72   | 20   | 109  | 59       | 168  | 18   | 245  |
| +45 mins.    | 9        | 83   | 69   | 161  | 28       | 209  | 7    | 244  | 17       | 51   | 15   | 83   | 54       | 185  | 4    | 243  |
| Total Volume | 54       | 328  | 227  | 609  | 120      | 670  | 46   | 836  | 77       | 261  | 83   | 421  | 238      | 709  | 48   | 995  |
| % App. Total | 8.9      | 53.9 | 37.3 |      | 14.4     | 80.1 | 5.5  |      | 18.3     | 62   | 19.7 |      | 23.9     | 71.3 | 4.8  |      |
| PHF          | .711     | .921 | .822 | .928 | .769     | .801 | .767 | .857 | .688     | .816 | .865 | .797 | .862     | .938 | .667 | .915 |

Location: Corona  
 N/S: Magnolia Avenue  
 E/W: E Ontario Avenue



PEDESTRIANS

Date: 2/26/2026  
 Day: Thursday

|                |         | North Leg<br>Magnolia Avenue | East Leg<br>E Ontario Avenue | South Leg<br>Magnolia Avenue | West Leg<br>E Ontario Avenue |    |
|----------------|---------|------------------------------|------------------------------|------------------------------|------------------------------|----|
|                |         | Pedestrians                  | Pedestrians                  | Pedestrians                  | Pedestrians                  |    |
|                | 6:30 AM | 1                            | 0                            | 3                            | 1                            | 5  |
|                | 6:45 AM | 1                            | 1                            | 0                            | 3                            | 5  |
|                | 7:00 AM | 0                            | 0                            | 0                            | 4                            | 4  |
|                | 7:15 AM | 1                            | 0                            | 2                            | 1                            | 4  |
|                | 7:30 AM | 1                            | 0                            | 0                            | 3                            | 4  |
|                | 7:45 AM | 0                            | 1                            | 0                            | 2                            | 3  |
|                | 8:00 AM | 0                            | 0                            | 5                            | 0                            | 5  |
|                | 8:15 AM | 0                            | 0                            | 0                            | 2                            | 2  |
|                | 8:30 AM | 0                            | 0                            | 2                            | 0                            | 2  |
|                | 8:45 AM | 0                            | 0                            | 2                            | 2                            | 4  |
| TOTAL VOLUMES: |         | 4                            | 2                            | 14                           | 18                           | 38 |

Date: 2/26/2026  
 Day: Thursday

|                |         | North Leg<br>Magnolia Avenue | East Leg<br>E Ontario Avenue | South Leg<br>Magnolia Avenue | West Leg<br>E Ontario Avenue |   |
|----------------|---------|------------------------------|------------------------------|------------------------------|------------------------------|---|
|                |         | Pedestrians                  | Pedestrians                  | Pedestrians                  | Pedestrians                  |   |
|                | 4:00 PM | 0                            | 1                            | 0                            | 0                            | 1 |
|                | 4:15 PM | 0                            | 0                            | 0                            | 1                            | 1 |
|                | 4:30 PM | 1                            | 0                            | 0                            | 1                            | 2 |
|                | 4:45 PM | 0                            | 0                            | 1                            | 1                            | 2 |
|                | 5:00 PM | 0                            | 0                            | 0                            | 0                            | 0 |
|                | 5:15 PM | 0                            | 0                            | 0                            | 1                            | 1 |
|                | 5:30 PM | 0                            | 0                            | 0                            | 1                            | 1 |
|                | 5:45 PM | 0                            | 0                            | 0                            | 1                            | 1 |
| TOTAL VOLUMES: |         | 1                            | 1                            | 1                            | 6                            | 9 |

Date: 2/28/2026  
 Day: Saturday

|                |          | North Leg<br>Magnolia Avenue | East Leg<br>E Ontario Avenue | South Leg<br>Magnolia Avenue | West Leg<br>E Ontario Avenue |    |
|----------------|----------|------------------------------|------------------------------|------------------------------|------------------------------|----|
|                |          | Pedestrians                  | Pedestrians                  | Pedestrians                  | Pedestrians                  |    |
|                | 12:00 PM | 0                            | 4                            | 4                            | 0                            | 8  |
|                | 12:15 PM | 0                            | 11                           | 11                           | 0                            | 22 |
|                | 12:30 PM | 10                           | 0                            | 0                            | 0                            | 10 |
|                | 12:45 PM | 1                            | 9                            | 9                            | 1                            | 20 |
|                | 1:00 PM  | 4                            | 2                            | 2                            | 5                            | 13 |
|                | 1:15 PM  | 3                            | 7                            | 6                            | 3                            | 19 |
|                | 1:30 PM  | 1                            | 0                            | 0                            | 0                            | 1  |
|                | 1:45 PM  | 1                            | 0                            | 0                            | 2                            | 3  |
| TOTAL VOLUMES: |          | 20                           | 33                           | 32                           | 11                           | 96 |

Location: Corona  
 N/S: Magnolia Avenue  
 E/W: E Ontario Avenue



BICYCLES

Date: 2/26/2026  
 Day: Thursday

|                | Southbound<br>Magnolia Avenue |      |       | Westbound<br>E Ontario Avenue |      |       | Northbound<br>Magnolia Avenue |      |       | Eastbound<br>E Ontario Avenue |      |       |   |
|----------------|-------------------------------|------|-------|-------------------------------|------|-------|-------------------------------|------|-------|-------------------------------|------|-------|---|
|                | Left                          | Thru | Right | Left                          | Thru | Right | Left                          | Thru | Right | Left                          | Thru | Right |   |
| 6:30 AM        | 0                             | 0    | 0     | 0                             | 1    | 0     | 0                             | 0    | 0     | 0                             | 0    | 0     | 1 |
| 6:45 AM        | 0                             | 0    | 0     | 0                             | 0    | 0     | 0                             | 0    | 0     | 0                             | 1    | 0     | 1 |
| 7:00 AM        | 0                             | 1    | 0     | 0                             | 0    | 0     | 0                             | 0    | 0     | 0                             | 0    | 0     | 1 |
| 7:15 AM        | 0                             | 0    | 0     | 0                             | 0    | 0     | 0                             | 0    | 1     | 0                             | 0    | 0     | 1 |
| 7:30 AM        | 0                             | 0    | 0     | 0                             | 0    | 0     | 0                             | 0    | 0     | 0                             | 0    | 0     | 0 |
| 7:45 AM        | 0                             | 0    | 0     | 0                             | 1    | 0     | 0                             | 1    | 0     | 0                             | 0    | 0     | 2 |
| 8:00 AM        | 1                             | 0    | 0     | 0                             | 0    | 0     | 0                             | 0    | 0     | 0                             | 0    | 1     | 2 |
| 8:15 AM        | 0                             | 0    | 0     | 0                             | 0    | 0     | 0                             | 0    | 0     | 0                             | 0    | 0     | 0 |
| 8:30 AM        | 0                             | 0    | 0     | 0                             | 0    | 0     | 0                             | 0    | 0     | 0                             | 0    | 0     | 0 |
| 8:45 AM        | 0                             | 0    | 0     | 0                             | 0    | 0     | 0                             | 0    | 0     | 0                             | 0    | 0     | 0 |
| TOTAL VOLUMES: | 1                             | 1    | 0     | 0                             | 2    | 0     | 0                             | 1    | 1     | 0                             | 1    | 1     | 8 |

Date: 2/26/2026  
 Day: Thursday

|                | Southbound<br>Magnolia Avenue |      |       | Westbound<br>E Ontario Avenue |      |       | Northbound<br>Magnolia Avenue |      |       | Eastbound<br>E Ontario Avenue |      |       |   |
|----------------|-------------------------------|------|-------|-------------------------------|------|-------|-------------------------------|------|-------|-------------------------------|------|-------|---|
|                | Left                          | Thru | Right | Left                          | Thru | Right | Left                          | Thru | Right | Left                          | Thru | Right |   |
| 4:00 PM        | 0                             | 0    | 0     | 0                             | 1    | 0     | 0                             | 0    | 0     | 0                             | 0    | 0     | 1 |
| 4:15 PM        | 0                             | 0    | 0     | 0                             | 0    | 0     | 0                             | 0    | 1     | 0                             | 1    | 0     | 2 |
| 4:30 PM        | 0                             | 0    | 0     | 0                             | 0    | 0     | 0                             | 0    | 0     | 0                             | 0    | 0     | 0 |
| 4:45 PM        | 0                             | 1    | 0     | 0                             | 1    | 1     | 0                             | 0    | 0     | 0                             | 0    | 0     | 3 |
| 5:00 PM        | 0                             | 0    | 0     | 0                             | 0    | 0     | 0                             | 0    | 0     | 0                             | 0    | 0     | 0 |
| 5:15 PM        | 0                             | 0    | 1     | 0                             | 0    | 0     | 0                             | 0    | 0     | 0                             | 0    | 0     | 1 |
| 5:30 PM        | 0                             | 0    | 0     | 0                             | 0    | 0     | 0                             | 0    | 0     | 0                             | 0    | 0     | 0 |
| 5:45 PM        | 0                             | 0    | 0     | 0                             | 0    | 0     | 0                             | 0    | 0     | 0                             | 0    | 0     | 0 |
| TOTAL VOLUMES: | 0                             | 1    | 1     | 0                             | 2    | 1     | 0                             | 0    | 1     | 0                             | 1    | 0     | 7 |

Date: 2/28/2026  
 Day: Saturday

|                | Southbound<br>Magnolia Avenue |      |       | Westbound<br>E Ontario Avenue |      |       | Northbound<br>Magnolia Avenue |      |       | Eastbound<br>E Ontario Avenue |      |       |    |
|----------------|-------------------------------|------|-------|-------------------------------|------|-------|-------------------------------|------|-------|-------------------------------|------|-------|----|
|                | Left                          | Thru | Right | Left                          | Thru | Right | Left                          | Thru | Right | Left                          | Thru | Right |    |
| 12:00 PM       | 0                             | 0    | 0     | 0                             | 0    | 0     | 0                             | 0    | 1     | 0                             | 0    | 0     | 1  |
| 12:15 PM       | 0                             | 0    | 0     | 0                             | 0    | 0     | 0                             | 0    | 0     | 0                             | 0    | 0     | 0  |
| 12:30 PM       | 0                             | 0    | 0     | 0                             | 0    | 0     | 0                             | 0    | 0     | 0                             | 0    | 0     | 0  |
| 12:45 PM       | 0                             | 0    | 0     | 0                             | 1    | 0     | 0                             | 2    | 0     | 0                             | 0    | 0     | 3  |
| 1:00 PM        | 0                             | 0    | 0     | 0                             | 0    | 0     | 0                             | 0    | 0     | 0                             | 0    | 0     | 0  |
| 1:15 PM        | 0                             | 0    | 0     | 0                             | 1    | 0     | 0                             | 0    | 0     | 0                             | 0    | 0     | 1  |
| 1:30 PM        | 0                             | 0    | 0     | 0                             | 0    | 0     | 0                             | 0    | 0     | 0                             | 2    | 0     | 2  |
| 1:45 PM        | 0                             | 4    | 0     | 1                             | 0    | 0     | 0                             | 0    | 0     | 0                             | 0    | 0     | 5  |
| TOTAL VOLUMES: | 0                             | 4    | 0     | 1                             | 2    | 0     | 0                             | 2    | 1     | 0                             | 2    | 0     | 12 |

## ***Segment Counts***

# Counts Unlimited, Inc.

City of Corona  
6th Street  
E/ East Grand Boulevard  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
(951) 268-6268  
email: counts@countsunlimited.com

COR003  
Site Code: 999-26153

| Start Time     | 2/26/26<br>Thu | Eastbound  |             | Hour Totals |           | Westbound  |            | Hour Totals |           | Combined Totals |           |
|----------------|----------------|------------|-------------|-------------|-----------|------------|------------|-------------|-----------|-----------------|-----------|
|                |                | Morning    | Afternoon   | Morning     | Afternoon | Morning    | Afternoon  | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |                | 19         | 127         |             |           | 12         | 181        |             |           |                 |           |
| 12:15          |                | 23         | 134         |             |           | 14         | 206        |             |           |                 |           |
| 12:30          |                | 12         | 134         |             |           | 8          | 190        |             |           |                 |           |
| 12:45          |                | 14         | 123         | 68          | 518       | 12         | 171        | 46          | 748       | 114             | 1266      |
| 01:00          |                | 10         | 143         |             |           | 9          | 183        |             |           |                 |           |
| 01:15          |                | 13         | 129         |             |           | 15         | 160        |             |           |                 |           |
| 01:30          |                | 16         | 141         |             |           | 10         | 218        |             |           |                 |           |
| 01:45          |                | 8          | 166         | 47          | 579       | 10         | 201        | 44          | 762       | 91              | 1341      |
| 02:00          |                | 8          | 162         |             |           | 13         | 197        |             |           |                 |           |
| 02:15          |                | 11         | 167         |             |           | 9          | 171        |             |           |                 |           |
| 02:30          |                | 10         | 188         |             |           | 7          | 225        |             |           |                 |           |
| 02:45          |                | 17         | 189         | 46          | 706       | 8          | 238        | 37          | 831       | 83              | 1537      |
| 03:00          |                | 26         | 215         |             |           | 13         | 197        |             |           |                 |           |
| 03:15          |                | 20         | 218         |             |           | 15         | 197        |             |           |                 |           |
| 03:30          |                | 41         | 203         |             |           | 45         | 273        |             |           |                 |           |
| 03:45          |                | 45         | <b>223</b>  | 132         | 859       | 57         | 207        | 130         | 874       | 262             | 1733      |
| 04:00          |                | 33         | <b>225</b>  |             |           | 65         | 217        |             |           |                 |           |
| 04:15          |                | 45         | <b>235</b>  |             |           | 92         | 182        |             |           |                 |           |
| 04:30          |                | 60         | <b>222</b>  |             |           | 113        | <b>219</b> |             |           |                 |           |
| 04:45          |                | 86         | 180         | 224         | 862       | 104        | <b>238</b> | 374         | 856       | 598             | 1718      |
| 05:00          |                | 57         | 171         |             |           | 126        | <b>252</b> |             |           |                 |           |
| 05:15          |                | 69         | 189         |             |           | 110        | <b>208</b> |             |           |                 |           |
| 05:30          |                | 81         | 181         |             |           | 169        | 191        |             |           |                 |           |
| 05:45          |                | 95         | 223         | 302         | 764       | 202        | 197        | 607         | 848       | 909             | 1612      |
| 06:00          |                | 47         | 176         |             |           | 167        | 159        |             |           |                 |           |
| 06:15          |                | 58         | 168         |             |           | 138        | 179        |             |           |                 |           |
| 06:30          |                | 73         | 155         |             |           | 178        | 144        |             |           |                 |           |
| 06:45          |                | 109        | 138         | 287         | 637       | 189        | 155        | 672         | 637       | 959             | 1274      |
| 07:00          |                | 71         | 134         |             |           | 218        | 163        |             |           |                 |           |
| 07:15          |                | 87         | 96          |             |           | 209        | 123        |             |           |                 |           |
| 07:30          |                | 102        | 85          |             |           | 222        | 110        |             |           |                 |           |
| 07:45          |                | 143        | 67          | 403         | 382       | <b>222</b> | 98         | 871         | 494       | 1274            | 876       |
| 08:00          |                | 119        | 64          |             |           | <b>245</b> | 88         |             |           |                 |           |
| 08:15          |                | 122        | 80          |             |           | <b>265</b> | 82         |             |           |                 |           |
| 08:30          |                | 105        | 90          |             |           | <b>230</b> | 75         |             |           |                 |           |
| 08:45          |                | 125        | 76          | 471         | 310       | 205        | 83         | 945         | 328       | 1416            | 638       |
| 09:00          |                | 116        | 78          |             |           | 206        | 74         |             |           |                 |           |
| 09:15          |                | 100        | 74          |             |           | 176        | 55         |             |           |                 |           |
| 09:30          |                | 119        | 45          |             |           | 177        | 44         |             |           |                 |           |
| 09:45          |                | 109        | 47          | 444         | 244       | 188        | 37         | 747         | 210       | 1191            | 454       |
| 10:00          |                | 111        | 35          |             |           | 203        | 51         |             |           |                 |           |
| 10:15          |                | <b>146</b> | 37          |             |           | 150        | 41         |             |           |                 |           |
| 10:30          |                | <b>128</b> | 32          |             |           | 137        | 26         |             |           |                 |           |
| 10:45          |                | <b>131</b> | 36          | 516         | 140       | 165        | 31         | 655         | 149       | 1171            | 289       |
| 11:00          |                | <b>155</b> | 22          |             |           | 182        | 23         |             |           |                 |           |
| 11:15          |                | 128        | 28          |             |           | 148        | 19         |             |           |                 |           |
| 11:30          |                | 122        | 17          |             |           | 154        | 25         |             |           |                 |           |
| 11:45          |                | 130        | 13          | 535         | 80        | 191        | 12         | 675         | 79        | 1210            | 159       |
| Total          |                | 3475       | 6081        | 3475        | 6081      | 5803       | 6816       | 5803        | 6816      | 9278            | 12897     |
| Combined Total |                | 9556       |             | 9556        |           | 12619      |            | 12619       |           | 22175           |           |
| AM Peak        | -              | 10:15      | -           | -           | -         | 07:45      | -          | -           | -         | -               | -         |
| Vol.           | -              | 560        | -           | -           | -         | 962        | -          | -           | -         | -               | -         |
| P.H.F.         |                | 0.903      |             |             |           | 0.908      |            |             |           |                 |           |
| PM Peak        | -              | -          | 03:45       | -           | -         | -          | 04:30      | -           | -         | -               | -         |
| Vol.           | -              | -          | 905         | -           | -         | -          | 917        | -           | -         | -               | -         |
| P.H.F.         |                |            | 0.963       |             |           |            | 0.840      |             |           |                 |           |
| Percentage     |                | 36.4%      | 63.6%       |             |           | 46.0%      | 54.0%      |             |           |                 |           |
| ADT/AADT       |                | ADT 22,175 | AADT 22,175 |             |           |            |            |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
6th Street  
W/ East Grand Boulevard  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
(951) 268-6268  
email: counts@countsunlimited.com

COR001  
Site Code: 999-26153

| Start Time     | 2/26/26<br>Thu | Eastbound  |             | Hour Totals |           | Westbound  |            | Hour Totals |           | Combined Totals |           |
|----------------|----------------|------------|-------------|-------------|-----------|------------|------------|-------------|-----------|-----------------|-----------|
|                |                | Morning    | Afternoon   | Morning     | Afternoon | Morning    | Afternoon  | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |                | 12         | 94          |             |           | 9          | 102        |             |           |                 |           |
| 12:15          |                | 16         | 100         |             |           | 8          | 129        |             |           |                 |           |
| 12:30          |                | 6          | 92          |             |           | 9          | 104        |             |           |                 |           |
| 12:45          |                | 13         | 91          | 47          | 377       | 6          | 110        | 32          | 445       | 79              | 822       |
| 01:00          |                | 4          | 107         |             |           | 10         | 126        |             |           |                 |           |
| 01:15          |                | 9          | 99          |             |           | 10         | 93         |             |           |                 |           |
| 01:30          |                | 9          | 94          |             |           | 3          | 130        |             |           |                 |           |
| 01:45          |                | 4          | 108         | 26          | 408       | 9          | 117        | 32          | 466       | 58              | 874       |
| 02:00          |                | 4          | 128         |             |           | 8          | 123        |             |           |                 |           |
| 02:15          |                | 8          | 124         |             |           | 6          | 105        |             |           |                 |           |
| 02:30          |                | 7          | 114         |             |           | 7          | 127        |             |           |                 |           |
| 02:45          |                | 15         | 119         | 34          | 485       | 6          | 116        | 27          | 471       | 61              | 956       |
| 03:00          |                | 20         | 137         |             |           | 11         | 124        |             |           |                 |           |
| 03:15          |                | 20         | <b>172</b>  |             |           | 5          | 117        |             |           |                 |           |
| 03:30          |                | 29         | <b>153</b>  |             |           | 8          | <b>164</b> |             |           |                 |           |
| 03:45          |                | 35         | <b>158</b>  | 104         | 620       | 10         | <b>123</b> | 34          | 528       | 138             | 1148      |
| 04:00          |                | 27         | <b>139</b>  |             |           | 11         | <b>126</b> |             |           |                 |           |
| 04:15          |                | 24         | 144         |             |           | 32         | <b>126</b> |             |           |                 |           |
| 04:30          |                | 34         | 160         |             |           | 37         | 120        |             |           |                 |           |
| 04:45          |                | 57         | 140         | 142         | 583       | 41         | 125        | 121         | 497       | 263             | 1080      |
| 05:00          |                | 40         | 145         |             |           | 89         | 143        |             |           |                 |           |
| 05:15          |                | 40         | 147         |             |           | 79         | 134        |             |           |                 |           |
| 05:30          |                | 61         | 121         |             |           | 108        | 103        |             |           |                 |           |
| 05:45          |                | 51         | 159         | 192         | 572       | 135        | 117        | 411         | 497       | 603             | 1069      |
| 06:00          |                | 40         | 116         |             |           | 109        | 92         |             |           |                 |           |
| 06:15          |                | 45         | 114         |             |           | 101        | 104        |             |           |                 |           |
| 06:30          |                | 38         | 110         |             |           | 128        | 79         |             |           |                 |           |
| 06:45          |                | 64         | 94          | 187         | 434       | 140        | 75         | 478         | 350       | 665             | 784       |
| 07:00          |                | 45         | 91          |             |           | 156        | 84         |             |           |                 |           |
| 07:15          |                | 45         | 72          |             |           | 120        | 82         |             |           |                 |           |
| 07:30          |                | 76         | 68          |             |           | 126        | 68         |             |           |                 |           |
| 07:45          |                | 84         | 55          | 250         | 286       | 140        | 62         | 542         | 296       | 792             | 582       |
| 08:00          |                | 77         | 54          |             |           | <b>178</b> | 42         |             |           |                 |           |
| 08:15          |                | 82         | 55          |             |           | <b>164</b> | 51         |             |           |                 |           |
| 08:30          |                | 61         | 75          |             |           | <b>135</b> | 47         |             |           |                 |           |
| 08:45          |                | 78         | 50          | 298         | 234       | <b>149</b> | 45         | 626         | 185       | 924             | 419       |
| 09:00          |                | 74         | 55          |             |           | 154        | 51         |             |           |                 |           |
| 09:15          |                | 74         | 52          |             |           | 129        | 36         |             |           |                 |           |
| 09:30          |                | 79         | 37          |             |           | 120        | 34         |             |           |                 |           |
| 09:45          |                | 78         | 36          | 305         | 180       | 123        | 29         | 526         | 150       | 831             | 330       |
| 10:00          |                | 77         | 29          |             |           | 137        | 33         |             |           |                 |           |
| 10:15          |                | <b>101</b> | 27          |             |           | 100        | 28         |             |           |                 |           |
| 10:30          |                | <b>84</b>  | 22          |             |           | 83         | 18         |             |           |                 |           |
| 10:45          |                | <b>91</b>  | 22          | 353         | 100       | 113        | 14         | 433         | 93        | 786             | 193       |
| 11:00          |                | <b>101</b> | 16          |             |           | 115        | 20         |             |           |                 |           |
| 11:15          |                | 81         | 13          |             |           | 95         | 10         |             |           |                 |           |
| 11:30          |                | 91         | 11          |             |           | 105        | 10         |             |           |                 |           |
| 11:45          |                | 98         | 4           | 371         | 44        | 111        | 7          | 426         | 47        | 797             | 91        |
| Total          |                | 2309       | 4323        | 2309        | 4323      | 3688       | 4025       | 3688        | 4025      | 5997            | 8348      |
| Combined Total |                | 6632       |             | 6632        |           | 7713       |            | 7713        |           | 14345           |           |
| AM Peak        | -              | 10:15      | -           | -           | -         | 08:00      | -          | -           | -         | -               | -         |
| Vol.           | -              | 377        | -           | -           | -         | 626        | -          | -           | -         | -               | -         |
| P.H.F.         |                | 0.933      |             |             |           | 0.879      |            |             |           |                 |           |
| PM Peak        | -              | -          | 03:15       | -           | -         | -          | 03:30      | -           | -         | -               | -         |
| Vol.           | -              | -          | 622         | -           | -         | -          | 539        | -           | -         | -               | -         |
| P.H.F.         |                |            | 0.904       |             |           |            | 0.822      |             |           |                 |           |
| Percentage     |                | 34.8%      | 65.2%       |             |           | 47.8%      | 52.2%      |             |           |                 |           |
| ADT/AADT       |                | ADT 14,345 | AADT 14,345 |             |           |            |            |             |           |                 |           |



# Counts Unlimited, Inc.

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City of Corona  
East Grand Boulevard  
N/ 6th Street  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
(951) 268-6268  
email: counts@countsunlimited.com

COR004  
Site Code: 999-26153

| Start Time     | 2/26/26<br>Thu | Northbound |             | Hour Totals |           | Southbound |            | Hour Totals |           | Combined Totals |           |
|----------------|----------------|------------|-------------|-------------|-----------|------------|------------|-------------|-----------|-----------------|-----------|
|                |                | Morning    | Afternoon   | Morning     | Afternoon | Morning    | Afternoon  | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |                | 6          | 142         |             |           | 14         | 113        |             |           |                 |           |
| 12:15          |                | 11         | 151         |             |           | 16         | 100        |             |           |                 |           |
| 12:30          |                | 3          | 176         |             |           | 13         | 100        |             |           |                 |           |
| 12:45          |                | 11         | 124         | 31          | 593       | 9          | 97         | 52          | 410       | 83              | 1003      |
| 01:00          |                | 7          | 145         |             |           | 7          | 122        |             |           |                 |           |
| 01:15          |                | 9          | 151         |             |           | 9          | 99         |             |           |                 |           |
| 01:30          |                | 12         | 165         |             |           | 8          | 120        |             |           |                 |           |
| 01:45          |                | 11         | 155         | 39          | 616       | 10         | 149        | 34          | 490       | 73              | 1106      |
| 02:00          |                | 7          | 149         |             |           | 7          | 148        |             |           |                 |           |
| 02:15          |                | 8          | 153         |             |           | 11         | 154        |             |           |                 |           |
| 02:30          |                | 8          | 177         |             |           | 4          | 173        |             |           |                 |           |
| 02:45          |                | 5          | 199         | 28          | 678       | 5          | 188        | 27          | 663       | 55              | 1341      |
| 03:00          |                | 13         | 189         |             |           | 4          | 149        |             |           |                 |           |
| 03:15          |                | 24         | <b>225</b>  |             |           | 8          | 163        |             |           |                 |           |
| 03:30          |                | 53         | <b>298</b>  |             |           | 14         | <b>192</b> |             |           |                 |           |
| 03:45          |                | 68         | <b>218</b>  | 158         | 930       | 21         | <b>198</b> | 47          | 702       | 205             | 1632      |
| 04:00          |                | 80         | <b>209</b>  |             |           | 6          | <b>194</b> |             |           |                 |           |
| 04:15          |                | 96         | 163         |             |           | 22         | <b>193</b> |             |           |                 |           |
| 04:30          |                | 134        | 173         |             |           | 29         | 188        |             |           |                 |           |
| 04:45          |                | 112        | 228         | 422         | 773       | 33         | 184        | 90          | 759       | 512             | 1532      |
| 05:00          |                | 77         | 211         |             |           | 18         | 156        |             |           |                 |           |
| 05:15          |                | 75         | 200         |             |           | 22         | 187        |             |           |                 |           |
| 05:30          |                | 120        | 153         |             |           | 24         | 162        |             |           |                 |           |
| 05:45          |                | 145        | 133         | 417         | 697       | 46         | 170        | 110         | 675       | 527             | 1372      |
| 06:00          |                | 104        | 148         |             |           | 26         | 133        |             |           |                 |           |
| 06:15          |                | 94         | 134         |             |           | 33         | 145        |             |           |                 |           |
| 06:30          |                | 95         | 151         |             |           | 48         | 134        |             |           |                 |           |
| 06:45          |                | 110        | 129         | 403         | 562       | 56         | 128        | 163         | 540       | 566             | 1102      |
| 07:00          |                | 144        | 129         |             |           | 52         | 107        |             |           |                 |           |
| 07:15          |                | 166        | 104         |             |           | 102        | 85         |             |           |                 |           |
| 07:30          |                | <b>203</b> | 103         |             |           | <b>117</b> | 94         |             |           |                 |           |
| 07:45          |                | <b>199</b> | 70          | 712         | 406       | <b>145</b> | 59         | 416         | 345       | 1128            | 751       |
| 08:00          |                | <b>178</b> | 73          |             |           | <b>131</b> | 73         |             |           |                 |           |
| 08:15          |                | <b>190</b> | 68          |             |           | <b>117</b> | 59         |             |           |                 |           |
| 08:30          |                | 184        | 69          |             |           | 92         | 42         |             |           |                 |           |
| 08:45          |                | 181        | 65          | 733         | 275       | 97         | 48         | 437         | 222       | 1170            | 497       |
| 09:00          |                | 140        | 51          |             |           | 93         | 58         |             |           |                 |           |
| 09:15          |                | 129        | 47          |             |           | 71         | 57         |             |           |                 |           |
| 09:30          |                | 121        | 31          |             |           | 92         | 44         |             |           |                 |           |
| 09:45          |                | 121        | 33          | 511         | 162       | 77         | 36         | 333         | 195       | 844             | 357       |
| 10:00          |                | 134        | 34          |             |           | 79         | 29         |             |           |                 |           |
| 10:15          |                | 115        | 32          |             |           | 111        | 37         |             |           |                 |           |
| 10:30          |                | 114        | 22          |             |           | 84         | 28         |             |           |                 |           |
| 10:45          |                | 124        | 30          | 487         | 118       | 103        | 26         | 377         | 120       | 864             | 238       |
| 11:00          |                | 138        | 19          |             |           | 95         | 26         |             |           |                 |           |
| 11:15          |                | 138        | 18          |             |           | 91         | 21         |             |           |                 |           |
| 11:30          |                | 124        | 17          |             |           | 87         | 18         |             |           |                 |           |
| 11:45          |                | 176        | 11          | 576         | 65        | 107        | 17         | 380         | 82        | 956             | 147       |
| Total          |                | 4517       | 5875        | 4517        | 5875      | 2466       | 5203       | 2466        | 5203      | 6983            | 11078     |
| Combined Total |                | 10392      |             | 10392       |           | 7669       |            | 7669        |           | 18061           |           |
| AM Peak        | -              | 07:30      | -           | -           | -         | 07:30      | -          | -           | -         | -               | -         |
| Vol.           | -              | 770        | -           | -           | -         | 510        | -          | -           | -         | -               | -         |
| P.H.F.         |                | 0.948      |             |             |           | 0.879      |            |             |           |                 |           |
| PM Peak        | -              | -          | 03:15       | -           | -         | -          | 03:30      | -           | -         | -               | -         |
| Vol.           | -              | -          | 950         | -           | -         | -          | 777        | -           | -         | -               | -         |
| P.H.F.         |                |            | 0.797       |             |           |            | 0.981      |             |           |                 |           |
| Percentage     |                | 43.5%      | 56.5%       |             |           | 32.2%      | 67.8%      |             |           |                 |           |
| ADT/AADT       |                | ADT 18,061 | AADT 18,061 |             |           |            |            |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
East Grand Boulevard  
S/ 6th Street  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
(951) 268-6268  
email: counts@countsunlimited.com

COR005  
Site Code: 999-26153

| Start Time     | 2/26/26<br>Thu | Northbound |             | Hour Totals |           | Southbound |            | Hour Totals |           | Combined Totals |           |
|----------------|----------------|------------|-------------|-------------|-----------|------------|------------|-------------|-----------|-----------------|-----------|
|                |                | Morning    | Afternoon   | Morning     | Afternoon | Morning    | Afternoon  | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |                | 5          | 80          |             |           | 9          | 97         |             |           |                 |           |
| 12:15          |                | 7          | 87          |             |           | 11         | 79         |             |           |                 |           |
| 12:30          |                | 4          | 106         |             |           | 7          | 74         |             |           |                 |           |
| 12:45          |                | 4          | 83          | 20          | 356       | 7          | 85         | 34          | 335       | 54              | 691       |
| 01:00          |                | 8          | 95          |             |           | 1          | 93         |             |           |                 |           |
| 01:15          |                | 6          | 98          |             |           | 7          | 83         |             |           |                 |           |
| 01:30          |                | 5          | 100         |             |           | 1          | 96         |             |           |                 |           |
| 01:45          |                | 10         | 95          | 29          | 388       | 6          | 115        | 15          | 387       | 44              | 775       |
| 02:00          |                | 3          | 88          |             |           | 4          | 127        |             |           |                 |           |
| 02:15          |                | 4          | 120         |             |           | 7          | 144        |             |           |                 |           |
| 02:30          |                | 7          | 127         |             |           | 0          | 147        |             |           |                 |           |
| 02:45          |                | 4          | 130         | 18          | 465       | 4          | 171        | 15          | 589       | 33              | 1054      |
| 03:00          |                | 13         | 163         |             |           | 0          | 118        |             |           |                 |           |
| 03:15          |                | 14         | <b>188</b>  |             |           | 8          | 160        |             |           |                 |           |
| 03:30          |                | 18         | <b>227</b>  |             |           | 4          | 180        |             |           |                 |           |
| 03:45          |                | 23         | <b>166</b>  | 68          | 744       | 13         | 165        | 25          | 623       | 93              | 1367      |
| 04:00          |                | 29         | <b>173</b>  |             |           | 3          | 163        |             |           |                 |           |
| 04:15          |                | 42         | 158         |             |           | 7          | 153        |             |           |                 |           |
| 04:30          |                | 67         | 120         |             |           | 12         | <b>172</b> |             |           |                 |           |
| 04:45          |                | 56         | 149         | 194         | 600       | 11         | <b>178</b> | 33          | 666       | 227             | 1266      |
| 05:00          |                | 48         | 132         |             |           | 9          | <b>160</b> |             |           |                 |           |
| 05:15          |                | 60         | 156         |             |           | 9          | <b>175</b> |             |           |                 |           |
| 05:30          |                | 61         | 113         |             |           | 6          | 150        |             |           |                 |           |
| 05:45          |                | 96         | 107         | 265         | 508       | 20         | 160        | 44          | 645       | 309             | 1153      |
| 06:00          |                | 56         | 118         |             |           | 29         | 110        |             |           |                 |           |
| 06:15          |                | 61         | 97          |             |           | 24         | 129        |             |           |                 |           |
| 06:30          |                | 55         | 111         |             |           | 23         | 114        |             |           |                 |           |
| 06:45          |                | 82         | 70          | 254         | 396       | 32         | 105        | 108         | 458       | 362             | 854       |
| 07:00          |                | 101        | 70          |             |           | 45         | 84         |             |           |                 |           |
| 07:15          |                | 104        | 78          |             |           | 87         | 76         |             |           |                 |           |
| 07:30          |                | <b>151</b> | 75          |             |           | <b>135</b> | 91         |             |           |                 |           |
| 07:45          |                | <b>161</b> | 45          | 517         | 268       | <b>130</b> | 58         | 397         | 309       | 914             | 577       |
| 08:00          |                | <b>143</b> | 38          |             |           | <b>121</b> | 74         |             |           |                 |           |
| 08:15          |                | <b>133</b> | 55          |             |           | <b>121</b> | 52         |             |           |                 |           |
| 08:30          |                | 134        | 50          |             |           | 93         | 36         |             |           |                 |           |
| 08:45          |                | 144        | 44          | 554         | 187       | 69         | 39         | 404         | 201       | 958             | 388       |
| 09:00          |                | 103        | 46          |             |           | 66         | 53         |             |           |                 |           |
| 09:15          |                | 85         | 35          |             |           | 48         | 42         |             |           |                 |           |
| 09:30          |                | 77         | 26          |             |           | 65         | 41         |             |           |                 |           |
| 09:45          |                | 81         | 31          | 346         | 138       | 71         | 31         | 250         | 167       | 596             | 305       |
| 10:00          |                | 90         | 20          |             |           | 67         | 27         |             |           |                 |           |
| 10:15          |                | 81         | 25          |             |           | 82         | 33         |             |           |                 |           |
| 10:30          |                | 68         | 17          |             |           | 48         | 21         |             |           |                 |           |
| 10:45          |                | 81         | 17          | 320         | 79        | 72         | 16         | 269         | 97        | 589             | 176       |
| 11:00          |                | 96         | 13          |             |           | 66         | 17         |             |           |                 |           |
| 11:15          |                | 103        | 14          |             |           | 62         | 11         |             |           |                 |           |
| 11:30          |                | 88         | 6           |             |           | 69         | 16         |             |           |                 |           |
| 11:45          |                | 101        | 4           | 388         | 37        | 80         | 6          | 277         | 50        | 665             | 87        |
| Total          |                | 2973       | 4166        | 2973        | 4166      | 1871       | 4527       | 1871        | 4527      | 4844            | 8693      |
| Combined Total |                | 7139       |             | 7139        |           | 6398       |            | 6398        |           | 13537           |           |
| AM Peak        | -              | 07:30      | -           | -           | -         | 07:30      | -          | -           | -         | -               | -         |
| Vol.           | -              | 588        | -           | -           | -         | 507        | -          | -           | -         | -               | -         |
| P.H.F.         |                | 0.913      |             |             |           | 0.939      |            |             |           |                 |           |
| PM Peak        | -              | -          | 03:15       | -           | -         | -          | 04:30      | -           | -         | -               | -         |
| Vol.           | -              | -          | 754         | -           | -         | -          | 685        | -           | -         | -               | -         |
| P.H.F.         |                |            | 0.830       |             |           |            | 0.951      |             |           |                 |           |
| Percentage     |                | 41.6%      | 58.4%       |             |           | 29.2%      | 70.8%      |             |           |                 |           |
| ADT/AADT       |                | ADT 13,537 | AADT 13,537 |             |           |            |            |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
6th Street  
E/ East Grand Boulevard  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
(951) 268-6268  
email: counts@countsunlimited.com

COR003S  
Site Code: 999-26153

| Start Time     | 2/28/26 Sat | Eastbound  |             | Hour Totals |           | Westbound |           | Hour Totals |           | Combined Totals |           |
|----------------|-------------|------------|-------------|-------------|-----------|-----------|-----------|-------------|-----------|-----------------|-----------|
|                |             | Morning    | Afternoon   | Morning     | Afternoon | Morning   | Afternoon | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |             | 27         | 157         |             |           | 28        | 184       |             |           |                 |           |
| 12:15          |             | 27         | 152         |             |           | 25        | 175       |             |           |                 |           |
| 12:30          |             | 13         | 140         |             |           | 11        | 171       |             |           |                 |           |
| 12:45          |             | 19         | 147         | 86          | 596       | 14        | 201       | 78          | 731       | 164             | 1327      |
| 01:00          |             | 14         | 147         |             |           | 1         | 201       |             |           |                 |           |
| 01:15          |             | 15         | 147         |             |           | 9         | 163       |             |           |                 |           |
| 01:30          |             | 16         | 164         |             |           | 12        | 187       |             |           |                 |           |
| 01:45          |             | 9          | 156         | 54          | 614       | 14        | 198       | 36          | 749       | 90              | 1363      |
| 02:00          |             | 16         | 142         |             |           | 12        | 161       |             |           |                 |           |
| 02:15          |             | 8          | 146         |             |           | 12        | 178       |             |           |                 |           |
| 02:30          |             | 9          | 154         |             |           | 10        | 182       |             |           |                 |           |
| 02:45          |             | 15         | 131         | 48          | 573       | 9         | 196       | 43          | 717       | 91              | 1290      |
| 03:00          |             | 24         | 119         |             |           | 14        | 172       |             |           |                 |           |
| 03:15          |             | 19         | 134         |             |           | 9         | 157       |             |           |                 |           |
| 03:30          |             | 28         | 110         |             |           | 42        | 166       |             |           |                 |           |
| 03:45          |             | 25         | 143         | 96          | 506       | 43        | 164       | 108         | 659       | 204             | 1165      |
| 04:00          |             | 12         | 110         |             |           | 40        | 128       |             |           |                 |           |
| 04:15          |             | 16         | 114         |             |           | 50        | 112       |             |           |                 |           |
| 04:30          |             | 19         | 110         |             |           | 40        | 142       |             |           |                 |           |
| 04:45          |             | 48         | 116         | 95          | 450       | 39        | 130       | 169         | 512       | 264             | 962       |
| 05:00          |             | 43         | 119         |             |           | 37        | 151       |             |           |                 |           |
| 05:15          |             | 40         | 128         |             |           | 59        | 152       |             |           |                 |           |
| 05:30          |             | 41         | 122         |             |           | 81        | 175       |             |           |                 |           |
| 05:45          |             | 44         | 123         | 168         | 492       | 59        | 152       | 236         | 630       | 404             | 1122      |
| 06:00          |             | 37         | 107         |             |           | 63        | 134       |             |           |                 |           |
| 06:15          |             | 35         | 131         |             |           | 50        | 134       |             |           |                 |           |
| 06:30          |             | 44         | 116         |             |           | 49        | 141       |             |           |                 |           |
| 06:45          |             | 65         | 117         | 181         | 471       | 70        | 129       | 232         | 538       | 413             | 1009      |
| 07:00          |             | 61         | 103         |             |           | 52        | 144       |             |           |                 |           |
| 07:15          |             | 58         | 83          |             |           | 61        | 116       |             |           |                 |           |
| 07:30          |             | 68         | 85          |             |           | 83        | 76        |             |           |                 |           |
| 07:45          |             | 88         | 83          | 275         | 354       | 86        | 81        | 282         | 417       | 557             | 771       |
| 08:00          |             | 86         | 100         |             |           | 97        | 87        |             |           |                 |           |
| 08:15          |             | 111        | 68          |             |           | 91        | 78        |             |           |                 |           |
| 08:30          |             | 95         | 62          |             |           | 125       | 48        |             |           |                 |           |
| 08:45          |             | 119        | 74          | 411         | 304       | 139       | 77        | 452         | 290       | 863             | 594       |
| 09:00          |             | 108        | 76          |             |           | 127       | 71        |             |           |                 |           |
| 09:15          |             | 120        | 66          |             |           | 147       | 50        |             |           |                 |           |
| 09:30          |             | 133        | 51          |             |           | 131       | 54        |             |           |                 |           |
| 09:45          |             | 164        | 56          | 525         | 249       | 145       | 48        | 550         | 223       | 1075            | 472       |
| 10:00          |             | 123        | 46          |             |           | 155       | 54        |             |           |                 |           |
| 10:15          |             | 138        | 41          |             |           | 155       | 49        |             |           |                 |           |
| 10:30          |             | 147        | 36          |             |           | 168       | 33        |             |           |                 |           |
| 10:45          |             | 139        | 34          | 547         | 157       | 169       | 39        | 647         | 175       | 1194            | 332       |
| 11:00          |             | 150        | 27          |             |           | 181       | 27        |             |           |                 |           |
| 11:15          |             | 150        | 28          |             |           | 214       | 38        |             |           |                 |           |
| 11:30          |             | 155        | 34          |             |           | 200       | 25        |             |           |                 |           |
| 11:45          |             | 141        | 27          | 596         | 116       | 175       | 27        | 770         | 117       | 1366            | 233       |
| Total          |             | 3082       | 4882        | 3082        | 4882      | 3603      | 5758      | 3603        | 5758      | 6685            | 10640     |
| Combined Total |             | 7964       |             | 7964        |           | 9361      |           | 9361        |           | 17325           |           |
| AM Peak        | -           | 11:00      | -           | -           | -         | 11:00     | -         | -           | -         | -               | -         |
| Vol.           | -           | 596        | -           | -           | -         | 770       | -         | -           | -         | -               | -         |
| P.H.F.         |             | 0.961      |             |             |           | 0.900     |           |             |           |                 |           |
| PM Peak        | -           | -          | 01:00       | -           | -         | -         | 00:45     | -           | -         | -               | -         |
| Vol.           | -           | -          | 614         | -           | -         | -         | 752       | -           | -         | -               | -         |
| P.H.F.         |             |            | 0.936       |             |           |           | 0.935     |             |           |                 |           |
| Percentage     |             | 38.7%      | 61.3%       |             |           | 38.5%     | 61.5%     |             |           |                 |           |
| ADT/AADT       |             | ADT 17,325 | AADT 17,325 |             |           |           |           |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
6th Street  
W/ East Grand Boulevard  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
(951) 268-6268  
email: counts@countsunlimited.com

COR001S  
Site Code: 999-26153

| Start Time     | 2/28/26 Sat | Eastbound  |             | Hour Totals |           | Westbound |           | Hour Totals |           | Combined Totals |           |
|----------------|-------------|------------|-------------|-------------|-----------|-----------|-----------|-------------|-----------|-----------------|-----------|
|                |             | Morning    | Afternoon   | Morning     | Afternoon | Morning   | Afternoon | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |             | 15         | 105         |             |           | 20        | 121       |             |           |                 |           |
| 12:15          |             | 20         | 115         |             |           | 17        | 115       |             |           |                 |           |
| 12:30          |             | 8          | 112         |             |           | 11        | 109       |             |           |                 |           |
| 12:45          |             | 12         | 101         | 55          | 433       | 6         | 117       | 54          | 462       | 109             | 895       |
| 01:00          |             | 9          | 107         |             |           | 3         | 100       |             |           |                 |           |
| 01:15          |             | 11         | 116         |             |           | 6         | 117       |             |           |                 |           |
| 01:30          |             | 11         | 121         |             |           | 9         | 129       |             |           |                 |           |
| 01:45          |             | 6          | 126         | 37          | 470       | 7         | 126       | 25          | 472       | 62              | 942       |
| 02:00          |             | 6          | 102         |             |           | 10        | 102       |             |           |                 |           |
| 02:15          |             | 9          | 119         |             |           | 9         | 122       |             |           |                 |           |
| 02:30          |             | 5          | 118         |             |           | 5         | 122       |             |           |                 |           |
| 02:45          |             | 10         | 96          | 30          | 435       | 8         | 132       | 32          | 478       | 62              | 913       |
| 03:00          |             | 18         | 98          |             |           | 11        | 108       |             |           |                 |           |
| 03:15          |             | 14         | 105         |             |           | 6         | 108       |             |           |                 |           |
| 03:30          |             | 17         | 91          |             |           | 17        | 103       |             |           |                 |           |
| 03:45          |             | 16         | 86          | 65          | 380       | 14        | 115       | 48          | 434       | 113             | 814       |
| 04:00          |             | 4          | 97          |             |           | 10        | 88        |             |           |                 |           |
| 04:15          |             | 11         | 91          |             |           | 7         | 82        |             |           |                 |           |
| 04:30          |             | 14         | 76          |             |           | 10        | 101       |             |           |                 |           |
| 04:45          |             | 27         | 78          | 56          | 342       | 10        | 81        | 37          | 352       | 93              | 694       |
| 05:00          |             | 24         | 80          |             |           | 18        | 89        |             |           |                 |           |
| 05:15          |             | 27         | 94          |             |           | 14        | 101       |             |           |                 |           |
| 05:30          |             | 25         | 89          |             |           | 37        | 125       |             |           |                 |           |
| 05:45          |             | 34         | 96          | 110         | 359       | 13        | 93        | 82          | 408       | 192             | 767       |
| 06:00          |             | 22         | 72          |             |           | 37        | 94        |             |           |                 |           |
| 06:15          |             | 19         | 96          |             |           | 21        | 92        |             |           |                 |           |
| 06:30          |             | 31         | 76          |             |           | 32        | 83        |             |           |                 |           |
| 06:45          |             | 50         | 87          | 122         | 331       | 50        | 83        | 140         | 352       | 262             | 683       |
| 07:00          |             | 52         | 86          |             |           | 36        | 81        |             |           |                 |           |
| 07:15          |             | 43         | 52          |             |           | 38        | 82        |             |           |                 |           |
| 07:30          |             | 44         | 66          |             |           | 46        | 57        |             |           |                 |           |
| 07:45          |             | 59         | 60          | 198         | 264       | 67        | 61        | 187         | 281       | 385             | 545       |
| 08:00          |             | 57         | 72          |             |           | 70        | 54        |             |           |                 |           |
| 08:15          |             | 63         | 49          |             |           | 70        | 58        |             |           |                 |           |
| 08:30          |             | 64         | 54          |             |           | 78        | 43        |             |           |                 |           |
| 08:45          |             | 87         | 66          | 271         | 241       | 102       | 57        | 320         | 212       | 591             | 453       |
| 09:00          |             | 75         | 58          |             |           | 106       | 50        |             |           |                 |           |
| 09:15          |             | 82         | 44          |             |           | 109       | 34        |             |           |                 |           |
| 09:30          |             | 105        | 40          |             |           | 102       | 43        |             |           |                 |           |
| 09:45          |             | 123        | 38          | 385         | 180       | 116       | 25        | 433         | 152       | 818             | 332       |
| 10:00          |             | 92         | 38          |             |           | 110       | 42        |             |           |                 |           |
| 10:15          |             | 95         | 30          |             |           | 111       | 35        |             |           |                 |           |
| 10:30          |             | 113        | 27          |             |           | 138       | 34        |             |           |                 |           |
| 10:45          |             | 110        | 32          | 410         | 127       | 112       | 28        | 471         | 139       | 881             | 266       |
| 11:00          |             | 116        | 18          |             |           | 129       | 21        |             |           |                 |           |
| 11:15          |             | 111        | 19          |             |           | 137       | 25        |             |           |                 |           |
| 11:30          |             | 110        | 25          |             |           | 121       | 15        |             |           |                 |           |
| 11:45          |             | 95         | 21          | 432         | 83        | 118       | 13        | 505         | 74        | 937             | 157       |
| Total          |             | 2171       | 3645        | 2171        | 3645      | 2334      | 3816      | 2334        | 3816      | 4505            | 7461      |
| Combined Total |             | 5816       |             | 5816        |           | 6150      |           | 6150        |           | 11966           |           |
| AM Peak        | -           | 10:30      | -           | -           | -         | 10:30     | -         | -           | -         | -               | -         |
| Vol.           | -           | 450        | -           | -           | -         | 516       | -         | -           | -         | -               | -         |
| P.H.F.         |             | 0.970      |             |             |           | 0.935     |           |             |           |                 |           |
| PM Peak        | -           | -          | 01:00       | -           | -         | -         | 02:15     | -           | -         | -               | -         |
| Vol.           | -           | -          | 470         | -           | -         | -         | 484       | -           | -         | -               | -         |
| P.H.F.         |             |            | 0.933       |             |           |           | 0.917     |             |           |                 |           |
| Percentage     |             | 37.3%      | 62.7%       |             |           | 38.0%     | 62.0%     |             |           |                 |           |
| ADT/AADT       |             | ADT 11,966 | AADT 11,966 |             |           |           |           |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
East Grand Boulevard  
N/ 6th Street  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
(951) 268-6268  
email: counts@countsunlimited.com

COR004S  
Site Code: 999-26153

| Start Time     | 2/28/26 Sat | Northbound |             | Hour Totals |           | Southbound |            | Hour Totals |           | Combined Totals |           |
|----------------|-------------|------------|-------------|-------------|-----------|------------|------------|-------------|-----------|-----------------|-----------|
|                |             | Morning    | Afternoon   | Morning     | Afternoon | Morning    | Afternoon  | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |             | 17         | 149         |             |           | 24         | 115        |             |           |                 |           |
| 12:15          |             | 16         | 126         |             |           | 20         | 108        |             |           |                 |           |
| 12:30          |             | 10         | <b>146</b>  |             |           | 17         | 100        |             |           |                 |           |
| 12:45          |             | 10         | <b>151</b>  | 53          | 572       | 18         | <b>118</b> | 79          | 441       | 132             | 1013      |
| 01:00          |             | 3          | <b>156</b>  |             |           | 20         | <b>119</b> |             |           |                 |           |
| 01:15          |             | 10         | <b>135</b>  |             |           | 12         | <b>102</b> |             |           |                 |           |
| 01:30          |             | 14         | 135         |             |           | 8          | <b>118</b> |             |           |                 |           |
| 01:45          |             | 12         | 156         | 39          | 582       | 12         | 96         | 52          | 435       | 91              | 1017      |
| 02:00          |             | 12         | 131         |             |           | 12         | 121        |             |           |                 |           |
| 02:15          |             | 8          | 120         |             |           | 7          | 94         |             |           |                 |           |
| 02:30          |             | 10         | 145         |             |           | 8          | 113        |             |           |                 |           |
| 02:45          |             | 4          | 142         | 34          | 538       | 11         | 102        | 38          | 430       | 72              | 968       |
| 03:00          |             | 9          | 124         |             |           | 6          | 82         |             |           |                 |           |
| 03:15          |             | 9          | 109         |             |           | 3          | 94         |             |           |                 |           |
| 03:30          |             | 39         | 132         |             |           | 18         | 83         |             |           |                 |           |
| 03:45          |             | 46         | 101         | 103         | 466       | 9          | 105        | 36          | 364       | 139             | 830       |
| 04:00          |             | 48         | 107         |             |           | 14         | 84         |             |           |                 |           |
| 04:15          |             | 60         | 103         |             |           | 7          | 90         |             |           |                 |           |
| 04:30          |             | 43         | 116         |             |           | 6          | 80         |             |           |                 |           |
| 04:45          |             | 44         | 106         | 195         | 432       | 21         | 112        | 48          | 366       | 243             | 798       |
| 05:00          |             | 29         | 109         |             |           | 23         | 80         |             |           |                 |           |
| 05:15          |             | 65         | 103         |             |           | 14         | 95         |             |           |                 |           |
| 05:30          |             | 68         | 82          |             |           | 19         | 91         |             |           |                 |           |
| 05:45          |             | 78         | 103         | 240         | 397       | 23         | 74         | 79          | 340       | 319             | 737       |
| 06:00          |             | 55         | 108         |             |           | 15         | 88         |             |           |                 |           |
| 06:15          |             | 54         | 111         |             |           | 27         | 85         |             |           |                 |           |
| 06:30          |             | 45         | 109         |             |           | 16         | 88         |             |           |                 |           |
| 06:45          |             | 45         | 93          | 199         | 421       | 35         | 73         | 93          | 334       | 292             | 755       |
| 07:00          |             | 48         | 112         |             |           | 20         | 68         |             |           |                 |           |
| 07:15          |             | 74         | 101         |             |           | 34         | 70         |             |           |                 |           |
| 07:30          |             | 82         | 72          |             |           | 48         | 62         |             |           |                 |           |
| 07:45          |             | 72         | 59          | 276         | 344       | 62         | 63         | 164         | 263       | 440             | 607       |
| 08:00          |             | 74         | 78          |             |           | 53         | 50         |             |           |                 |           |
| 08:15          |             | 82         | 46          |             |           | 70         | 47         |             |           |                 |           |
| 08:30          |             | 102        | 41          |             |           | 61         | 48         |             |           |                 |           |
| 08:45          |             | 117        | 52          | 375         | 217       | 90         | 47         | 274         | 192       | 649             | 409       |
| 09:00          |             | 88         | 51          |             |           | 87         | 54         |             |           |                 |           |
| 09:15          |             | 117        | 40          |             |           | 84         | 43         |             |           |                 |           |
| 09:30          |             | 108        | 45          |             |           | 82         | 41         |             |           |                 |           |
| 09:45          |             | 114        | 42          | 427         | 178       | 109        | 39         | 362         | 177       | 789             | 355       |
| 10:00          |             | 135        | 35          |             |           | 94         | 36         |             |           |                 |           |
| 10:15          |             | 145        | 40          |             |           | 101        | 43         |             |           |                 |           |
| 10:30          |             | 151        | 26          |             |           | 88         | 32         |             |           |                 |           |
| 10:45          |             | <b>143</b> | 22          | 574         | 123       | 85         | 27         | 368         | 138       | 942             | 261       |
| 11:00          |             | <b>140</b> | 31          |             |           | <b>111</b> | 28         |             |           |                 |           |
| 11:15          |             | <b>164</b> | 35          |             |           | <b>115</b> | 24         |             |           |                 |           |
| 11:30          |             | <b>164</b> | 21          |             |           | <b>93</b>  | 32         |             |           |                 |           |
| 11:45          |             | 122        | 29          | 590         | 116       | <b>118</b> | 20         | 437         | 104       | 1027            | 220       |
| Total          |             | 3105       | 4386        | 3105        | 4386      | 2030       | 3584       | 2030        | 3584      | 5135            | 7970      |
| Combined Total |             | 7491       |             | 7491        |           | 5614       |            | 5614        |           | 13105           |           |
| AM Peak        | -           | 10:45      | -           | -           | -         | 11:00      | -          | -           | -         | -               | -         |
| Vol.           | -           | 611        | -           | -           | -         | 437        | -          | -           | -         | -               | -         |
| P.H.F.         |             | 0.931      |             |             |           | 0.926      |            |             |           |                 |           |
| PM Peak        | -           | -          | 00:30       | -           | -         | -          | 00:45      | -           | -         | -               | -         |
| Vol.           | -           | -          | 588         | -           | -         | -          | 457        | -           | -         | -               | -         |
| P.H.F.         |             |            | 0.942       |             |           |            | 0.960      |             |           |                 |           |
| Percentage     |             | 41.4%      | 58.6%       |             |           | 36.2%      | 63.8%      |             |           |                 |           |
| ADT/AADT       |             | ADT 13,105 | AADT 13,105 |             |           |            |            |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
East Grand Boulevard  
S/ 6th Street  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
(951) 268-6268  
email: counts@countsunlimited.com

COR005S  
Site Code: 999-26153

| Start Time     | 2/28/26 Sat | Northbound |            | Hour Totals |           | Southbound |            | Hour Totals |           | Combined Totals |           |
|----------------|-------------|------------|------------|-------------|-----------|------------|------------|-------------|-----------|-----------------|-----------|
|                |             | Morning    | Afternoon  | Morning     | Afternoon | Morning    | Afternoon  | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |             | 13         | <b>105</b> |             |           | 16         | 82         |             |           |                 |           |
| 12:15          |             | 9          | <b>83</b>  |             |           | 14         | <b>88</b>  |             |           |                 |           |
| 12:30          |             | 10         | <b>103</b> |             |           | 12         | <b>91</b>  |             |           |                 |           |
| 12:45          |             | 5          | <b>88</b>  | 37          | 379       | 14         | <b>93</b>  | 56          | 354       | 93              | 733       |
| 01:00          |             | 4          | 76         |             |           | 14         | <b>100</b> |             |           |                 |           |
| 01:15          |             | 11         | 104        |             |           | 12         | 86         |             |           |                 |           |
| 01:30          |             | 12         | 88         |             |           | 4          | 86         |             |           |                 |           |
| 01:45          |             | 3          | 97         | 30          | 365       | 7          | 79         | 37          | 351       | 67              | 716       |
| 02:00          |             | 11         | 80         |             |           | 3          | 89         |             |           |                 |           |
| 02:15          |             | 3          | 83         |             |           | 6          | 86         |             |           |                 |           |
| 02:30          |             | 6          | 94         |             |           | 5          | 86         |             |           |                 |           |
| 02:45          |             | 3          | 95         | 23          | 352       | 6          | 84         | 20          | 345       | 43              | 697       |
| 03:00          |             | 8          | 78         |             |           | 2          | 79         |             |           |                 |           |
| 03:15          |             | 8          | 78         |             |           | 0          | 83         |             |           |                 |           |
| 03:30          |             | 14         | 79         |             |           | 7          | 74         |             |           |                 |           |
| 03:45          |             | 22         | 94         | 52          | 329       | 5          | 90         | 14          | 326       | 66              | 655       |
| 04:00          |             | 17         | 76         |             |           | 5          | 80         |             |           |                 |           |
| 04:15          |             | 20         | 86         |             |           | 5          | 80         |             |           |                 |           |
| 04:30          |             | 18         | 102        |             |           | 6          | 73         |             |           |                 |           |
| 04:45          |             | 18         | 81         | 73          | 345       | 3          | 98         | 19          | 331       | 92              | 676       |
| 05:00          |             | 14         | 79         |             |           | 8          | 73         |             |           |                 |           |
| 05:15          |             | 25         | 66         |             |           | 6          | 75         |             |           |                 |           |
| 05:30          |             | 30         | 67         |             |           | 9          | 93         |             |           |                 |           |
| 05:45          |             | 34         | 75         | 103         | 287       | 15         | 78         | 38          | 319       | 141             | 606       |
| 06:00          |             | 35         | 86         |             |           | 6          | 71         |             |           |                 |           |
| 06:15          |             | 30         | 87         |             |           | 16         | 68         |             |           |                 |           |
| 06:30          |             | 36         | 76         |             |           | 11         | 73         |             |           |                 |           |
| 06:45          |             | 37         | 64         | 138         | 313       | 32         | 60         | 65          | 272       | 203             | 585       |
| 07:00          |             | 38         | 70         |             |           | 17         | 72         |             |           |                 |           |
| 07:15          |             | 54         | 69         |             |           | 22         | 41         |             |           |                 |           |
| 07:30          |             | 56         | 68         |             |           | 35         | 58         |             |           |                 |           |
| 07:45          |             | 66         | 56         | 214         | 263       | 46         | 57         | 120         | 228       | 334             | 491       |
| 08:00          |             | 59         | 76         |             |           | 36         | 53         |             |           |                 |           |
| 08:15          |             | 70         | 47         |             |           | 31         | 49         |             |           |                 |           |
| 08:30          |             | 71         | 43         |             |           | 46         | 47         |             |           |                 |           |
| 08:45          |             | 91         | 40         | 291         | 206       | 69         | 47         | 182         | 196       | 473             | 402       |
| 09:00          |             | 77         | 38         |             |           | 64         | 44         |             |           |                 |           |
| 09:15          |             | 98         | 28         |             |           | 65         | 25         |             |           |                 |           |
| 09:30          |             | 91         | 37         |             |           | 66         | 33         |             |           |                 |           |
| 09:45          |             | 94         | 33         | 360         | 136       | 77         | 35         | 272         | 137       | 632             | 273       |
| 10:00          |             | 93         | 27         |             |           | 66         | 32         |             |           |                 |           |
| 10:15          |             | <b>110</b> | 29         |             |           | 67         | 35         |             |           |                 |           |
| 10:30          |             | <b>135</b> | 25         |             |           | 68         | 21         |             |           |                 |           |
| 10:45          |             | <b>102</b> | 15         | 440         | 96        | 72         | 29         | 273         | 117       | 713             | 213       |
| 11:00          |             | <b>98</b>  | 29         |             |           | <b>87</b>  | 23         |             |           |                 |           |
| 11:15          |             | 106        | 25         |             |           | <b>95</b>  | 18         |             |           |                 |           |
| 11:30          |             | 109        | 17         |             |           | <b>72</b>  | 29         |             |           |                 |           |
| 11:45          |             | 90         | 20         | 403         | 91        | <b>97</b>  | 19         | 351         | 89        | 754             | 180       |
| Total          |             | 2164       | 3162       | 2164        | 3162      | 1447       | 3065       | 1447        | 3065      | 3611            | 6227      |
| Combined Total |             | 5326       |            | 5326        |           | 4512       |            | 4512        |           | 9838            |           |
| AM Peak        | -           | 10:15      | -          | -           | -         | 11:00      | -          | -           | -         | -               | -         |
| Vol.           | -           | 445        | -          | -           | -         | 351        | -          | -           | -         | -               | -         |
| P.H.F.         |             | 0.824      |            |             |           | 0.905      |            |             |           |                 |           |
| PM Peak        | -           | -          | 12:00      | -           | -         | -          | 00:15      | -           | -         | -               | -         |
| Vol.           | -           | -          | 379        | -           | -         | -          | 372        | -           | -         | -               | -         |
| P.H.F.         |             |            | 0.902      |             |           |            | 0.930      |             |           |                 |           |
| Percentage     |             | 40.6%      | 59.4%      |             |           | 32.1%      | 67.9%      |             |           |                 |           |
| ADT/AADT       |             | ADT 9,838  |            | AADT 9,838  |           |            |            |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
3rd Street  
W/ East Grand Boulevard  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
(951) 268-6268  
email: counts@countsunlimited.com

COR009  
Site Code: 999-26153

| Start Time     | 2/26/26<br>Thu | Eastbound |            | Hour Totals |           | Westbound |           | Hour Totals |           | Combined Totals |           |
|----------------|----------------|-----------|------------|-------------|-----------|-----------|-----------|-------------|-----------|-----------------|-----------|
|                |                | Morning   | Afternoon  | Morning     | Afternoon | Morning   | Afternoon | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |                | 0         | 28         |             |           | 3         | 24        |             |           |                 |           |
| 12:15          |                | 3         | 21         |             |           | 2         | 19        |             |           |                 |           |
| 12:30          |                | 2         | 17         |             |           | 1         | 36        |             |           |                 |           |
| 12:45          |                | 2         | 20         | 7           | 86        | 3         | 28        | 9           | 107       | 16              | 193       |
| 01:00          |                | 1         | 20         |             |           | 1         | 19        |             |           |                 |           |
| 01:15          |                | 2         | 20         |             |           | 3         | 27        |             |           |                 |           |
| 01:30          |                | 3         | 28         |             |           | 1         | 27        |             |           |                 |           |
| 01:45          |                | 3         | 22         | 9           | 90        | 2         | 36        | 7           | 109       | 16              | 199       |
| 02:00          |                | 2         | 34         |             |           | 2         | 26        |             |           |                 |           |
| 02:15          |                | 2         | 28         |             |           | 1         | 28        |             |           |                 |           |
| 02:30          |                | 0         | 32         |             |           | 0         | 39        |             |           |                 |           |
| 02:45          |                | 2         | 34         | 6           | 128       | 1         | 33        | 4           | 126       | 10              | 254       |
| 03:00          |                | 0         | 41         |             |           | 0         | 25        |             |           |                 |           |
| 03:15          |                | 0         | 40         |             |           | 2         | 46        |             |           |                 |           |
| 03:30          |                | 3         | 44         |             |           | 4         | 42        |             |           |                 |           |
| 03:45          |                | 3         | 57         | 6           | 182       | 9         | 37        | 15          | 150       | 21              | 332       |
| 04:00          |                | 4         | 69         |             |           | 7         | 29        |             |           |                 |           |
| 04:15          |                | 4         | 79         |             |           | 7         | 34        |             |           |                 |           |
| 04:30          |                | 5         | 72         |             |           | 8         | 42        |             |           |                 |           |
| 04:45          |                | 14        | 47         | 27          | 267       | 13        | 51        | 35          | 156       | 62              | 423       |
| 05:00          |                | 3         | 63         |             |           | 12        | 46        |             |           |                 |           |
| 05:15          |                | 5         | 46         |             |           | 16        | 33        |             |           |                 |           |
| 05:30          |                | 10        | 39         |             |           | 19        | 36        |             |           |                 |           |
| 05:45          |                | 8         | 61         | 26          | 209       | 15        | 38        | 62          | 153       | 88              | 362       |
| 06:00          |                | 4         | 31         |             |           | 16        | 20        |             |           |                 |           |
| 06:15          |                | 5         | 26         |             |           | 29        | 15        |             |           |                 |           |
| 06:30          |                | 12        | 24         |             |           | 20        | 15        |             |           |                 |           |
| 06:45          |                | 14        | 12         | 35          | 93        | 24        | 14        | 89          | 64        | 124             | 157       |
| 07:00          |                | 15        | 24         |             |           | 23        | 19        |             |           |                 |           |
| 07:15          |                | 19        | 18         |             |           | 24        | 14        |             |           |                 |           |
| 07:30          |                | 14        | 18         |             |           | 31        | 12        |             |           |                 |           |
| 07:45          |                | 23        | 14         | 71          | 74        | 41        | 10        | 119         | 55        | 190             | 129       |
| 08:00          |                | 31        | 13         |             |           | 36        | 9         |             |           |                 |           |
| 08:15          |                | 21        | 13         |             |           | 39        | 14        |             |           |                 |           |
| 08:30          |                | 20        | 7          |             |           | 38        | 6         |             |           |                 |           |
| 08:45          |                | 12        | 17         | 84          | 50        | 27        | 12        | 140         | 41        | 224             | 91        |
| 09:00          |                | 10        | 5          |             |           | 27        | 8         |             |           |                 |           |
| 09:15          |                | 14        | 16         |             |           | 22        | 8         |             |           |                 |           |
| 09:30          |                | 12        | 4          |             |           | 30        | 3         |             |           |                 |           |
| 09:45          |                | 9         | 6          | 45          | 31        | 27        | 4         | 106         | 23        | 151             | 54        |
| 10:00          |                | 14        | 4          |             |           | 29        | 8         |             |           |                 |           |
| 10:15          |                | 17        | 3          |             |           | 22        | 3         |             |           |                 |           |
| 10:30          |                | 21        | 3          |             |           | 24        | 2         |             |           |                 |           |
| 10:45          |                | 12        | 2          | 64          | 12        | 29        | 6         | 104         | 19        | 168             | 31        |
| 11:00          |                | 9         | 2          |             |           | 18        | 2         |             |           |                 |           |
| 11:15          |                | 14        | 3          |             |           | 31        | 3         |             |           |                 |           |
| 11:30          |                | 23        | 1          |             |           | 18        | 3         |             |           |                 |           |
| 11:45          |                | 15        | 3          | 61          | 9         | 31        | 0         | 98          | 8         | 159             | 17        |
| Total          |                | 441       | 1231       | 441         | 1231      | 788       | 1011      | 788         | 1011      | 1229            | 2242      |
| Combined Total |                | 1672      |            | 1672        |           | 1799      |           | 1799        |           | 3471            |           |
| AM Peak        | -              | 07:45     | -          | -           | -         | 07:45     | -         | -           | -         | -               | -         |
| Vol.           | -              | 95        | -          | -           | -         | 154       | -         | -           | -         | -               | -         |
| P.H.F.         |                | 0.766     |            |             |           | 0.939     |           |             |           |                 |           |
| PM Peak        | -              | -         | 03:45      | -           | -         | -         | 04:15     | -           | -         | -               | -         |
| Vol.           | -              | -         | 277        | -           | -         | -         | 173       | -           | -         | -               | -         |
| P.H.F.         |                |           | 0.877      |             |           |           | 0.848     |             |           |                 |           |
| Percentage     |                | 26.4%     | 73.6%      |             |           | 43.8%     | 56.2%     |             |           |                 |           |
| ADT/AADT       |                | ADT 3,471 | AADT 3,471 |             |           |           |           |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
6th Street  
B/ East Grand Boulevard - Rimpau Avenue  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: 951-268-6268  
email: counts@countsunlimited.com

COR002  
Site Code: 999-26153

| Start Time     | 2/26/2026<br>Thu | Eastbound  |             | Hour Totals |           | Westbound  |            | Hour Totals |           | Combined Totals |           |
|----------------|------------------|------------|-------------|-------------|-----------|------------|------------|-------------|-----------|-----------------|-----------|
|                |                  | Morning    | Afternoon   | Morning     | Afternoon | Morning    | Afternoon  | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |                  | 16         | 125         |             |           | 12         | 193        |             |           |                 |           |
| 12:15          |                  | 21         | 130         |             |           | 13         | 193        |             |           |                 |           |
| 12:30          |                  | 12         | 125         |             |           | 10         | 178        |             |           |                 |           |
| 12:45          |                  | 15         | 118         | 64          | 498       | 10         | 171        | 45          | 735       | 109             | 1233      |
| 01:00          |                  | 8          | 138         |             |           | 9          | 192        |             |           |                 |           |
| 01:15          |                  | 10         | 118         |             |           | 16         | 158        |             |           |                 |           |
| 01:30          |                  | 14         | 144         |             |           | 8          | 224        |             |           |                 |           |
| 01:45          |                  | 7          | 151         | 39          | 551       | 9          | 193        | 42          | 767       | 81              | 1318      |
| 02:00          |                  | 10         | 153         |             |           | 10         | 192        |             |           |                 |           |
| 02:15          |                  | 9          | 172         |             |           | 10         | 176        |             |           |                 |           |
| 02:30          |                  | 10         | 186         |             |           | 5          | 196        |             |           |                 |           |
| 02:45          |                  | 17         | 184         | 46          | 695       | 9          | 222        | 34          | 786       | 80              | 1481      |
| 03:00          |                  | 24         | 193         |             |           | 12         | 190        |             |           |                 |           |
| 03:15          |                  | 24         | <b>247</b>  |             |           | 16         | <b>210</b> |             |           |                 |           |
| 03:30          |                  | 40         | <b>210</b>  |             |           | 52         | <b>275</b> |             |           |                 |           |
| 03:45          |                  | 42         | <b>243</b>  | 130         | 893       | 52         | <b>193</b> | 132         | 868       | 262             | 1761      |
| 04:00          |                  | 35         | <b>225</b>  |             |           | 68         | <b>235</b> |             |           |                 |           |
| 04:15          |                  | 40         | 222         |             |           | 91         | 171        |             |           |                 |           |
| 04:30          |                  | 65         | 150         |             |           | 115        | 237        |             |           |                 |           |
| 04:45          |                  | 83         | 134         | 223         | 731       | 102        | 183        | 376         | 826       | 599             | 1557      |
| 05:00          |                  | 62         | 170         |             |           | 120        | 227        |             |           |                 |           |
| 05:15          |                  | 67         | 218         |             |           | 123        | 203        |             |           |                 |           |
| 05:30          |                  | 88         | 209         |             |           | 183        | 188        |             |           |                 |           |
| 05:45          |                  | 81         | 213         | 298         | 810       | 218        | 187        | 644         | 805       | 942             | 1615      |
| 06:00          |                  | 54         | 184         |             |           | 146        | 165        |             |           |                 |           |
| 06:15          |                  | 60         | 177         |             |           | 141        | 175        |             |           |                 |           |
| 06:30          |                  | 69         | 154         |             |           | 192        | 156        |             |           |                 |           |
| 06:45          |                  | 102        | 132         | 285         | 647       | 208        | 151        | 687         | 647       | 972             | 1294      |
| 07:00          |                  | 71         | 125         |             |           | 202        | 160        |             |           |                 |           |
| 07:15          |                  | 85         | 103         |             |           | 216        | 98         |             |           |                 |           |
| 07:30          |                  | 106        | 87          |             |           | 232        | 118        |             |           |                 |           |
| 07:45          |                  | 142        | 61          | 404         | 376       | 195        | 94         | 845         | 470       | 1249            | 846       |
| 08:00          |                  | 119        | 65          |             |           | <b>258</b> | 88         |             |           |                 |           |
| 08:15          |                  | 111        | 74          |             |           | <b>254</b> | 83         |             |           |                 |           |
| 08:30          |                  | 111        | 85          |             |           | <b>239</b> | 67         |             |           |                 |           |
| 08:45          |                  | 119        | 79          | 460         | 303       | <b>216</b> | 72         | 967         | 310       | 1427            | 613       |
| 09:00          |                  | 112        | 75          |             |           | 211        | 68         |             |           |                 |           |
| 09:15          |                  | 91         | 73          |             |           | 180        | 52         |             |           |                 |           |
| 09:30          |                  | 110        | 48          |             |           | 173        | 53         |             |           |                 |           |
| 09:45          |                  | 110        | 44          | 423         | 240       | 201        | 46         | 765         | 219       | 1188            | 459       |
| 10:00          |                  | 121        | 33          |             |           | 169        | 43         |             |           |                 |           |
| 10:15          |                  | <b>138</b> | 35          |             |           | 180        | 36         |             |           |                 |           |
| 10:30          |                  | <b>126</b> | 26          |             |           | 135        | 33         |             |           |                 |           |
| 10:45          |                  | <b>148</b> | 31          | 533         | 125       | 178        | 28         | 662         | 140       | 1195            | 265       |
| 11:00          |                  | <b>158</b> | 19          |             |           | 178        | 22         |             |           |                 |           |
| 11:15          |                  | 123        | 22          |             |           | 140        | 16         |             |           |                 |           |
| 11:30          |                  | 122        | 17          |             |           | 163        | 23         |             |           |                 |           |
| 11:45          |                  | 124        | 10          | 527         | 68        | 193        | 11         | 674         | 72        | 1201            | 140       |
| Total          |                  | 3432       | 5937        | 3432        | 5937      | 5873       | 6645       | 5873        | 6645      | 9305            | 12582     |
| Combined Total |                  | 9369       |             | 9369        |           | 12518      |            | 12518       |           | 21887           |           |
| AM Peak        | -                | 10:15      | -           | -           | -         | 08:00      | -          | -           | -         | -               | -         |
| Vol.           | -                | 570        | -           | -           | -         | 967        | -          | -           | -         | -               | -         |
| P.H.F.         |                  | 0.902      |             |             |           | 0.937      |            |             |           |                 |           |
| PM Peak        | -                | -          | 03:15       | -           | -         | -          | 03:15      | -           | -         | -               | -         |
| Vol.           | -                | -          | 925         | -           | -         | -          | 913        | -           | -         | -               | -         |
| P.H.F.         |                  |            | 0.936       |             |           |            | 0.830      |             |           |                 |           |
| Percentage     |                  | 36.6%      | 63.4%       |             |           | 46.9%      | 53.1%      |             |           |                 |           |
| ADT/AADT       |                  | ADT 21,887 | AADT 21,887 |             |           |            |            |             |           |                 |           |



# Counts Unlimited, Inc.

City of Corona  
6th Street  
E/ East Grand Boulevard  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: 951-268-6268  
email: counts@countsunlimited.com

COR003  
Site Code: 999-26153

| Start Time     | 2/26/2026<br>Thu | Eastbound  |             | Hour Totals |           | Westbound  |            | Hour Totals |           | Combined Totals |           |
|----------------|------------------|------------|-------------|-------------|-----------|------------|------------|-------------|-----------|-----------------|-----------|
|                |                  | Morning    | Afternoon   | Morning     | Afternoon | Morning    | Afternoon  | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |                  | 6          | 142         |             |           | 14         | 113        |             |           |                 |           |
| 12:15          |                  | 11         | 151         |             |           | 16         | 100        |             |           |                 |           |
| 12:30          |                  | 3          | 176         |             |           | 13         | 100        |             |           |                 |           |
| 12:45          |                  | 11         | 124         | 31          | 593       | 9          | 97         | 52          | 410       | 83              | 1003      |
| 01:00          |                  | 7          | 145         |             |           | 7          | 122        |             |           |                 |           |
| 01:15          |                  | 9          | 151         |             |           | 9          | 99         |             |           |                 |           |
| 01:30          |                  | 12         | 165         |             |           | 8          | 120        |             |           |                 |           |
| 01:45          |                  | 11         | 155         | 39          | 616       | 10         | 149        | 34          | 490       | 73              | 1106      |
| 02:00          |                  | 7          | 149         |             |           | 7          | 148        |             |           |                 |           |
| 02:15          |                  | 8          | 153         |             |           | 11         | 154        |             |           |                 |           |
| 02:30          |                  | 8          | 177         |             |           | 4          | 173        |             |           |                 |           |
| 02:45          |                  | 5          | 199         | 28          | 678       | 5          | 188        | 27          | 663       | 55              | 1341      |
| 03:00          |                  | 13         | 189         |             |           | 4          | 149        |             |           |                 |           |
| 03:15          |                  | 24         | <b>225</b>  |             |           | 8          | 163        |             |           |                 |           |
| 03:30          |                  | 53         | <b>298</b>  |             |           | 14         | <b>192</b> |             |           |                 |           |
| 03:45          |                  | 68         | <b>218</b>  | 158         | 930       | 21         | <b>198</b> | 47          | 702       | 205             | 1632      |
| 04:00          |                  | 80         | <b>209</b>  |             |           | 6          | <b>194</b> |             |           |                 |           |
| 04:15          |                  | 96         | 163         |             |           | 22         | <b>193</b> |             |           |                 |           |
| 04:30          |                  | 134        | 173         |             |           | 29         | 188        |             |           |                 |           |
| 04:45          |                  | 112        | 228         | 422         | 773       | 33         | 184        | 90          | 759       | 512             | 1532      |
| 05:00          |                  | 77         | 211         |             |           | 18         | 156        |             |           |                 |           |
| 05:15          |                  | 75         | 200         |             |           | 22         | 187        |             |           |                 |           |
| 05:30          |                  | 120        | 153         |             |           | 24         | 162        |             |           |                 |           |
| 05:45          |                  | 145        | 133         | 417         | 697       | 46         | 170        | 110         | 675       | 527             | 1372      |
| 06:00          |                  | 104        | 148         |             |           | 26         | 133        |             |           |                 |           |
| 06:15          |                  | 94         | 134         |             |           | 33         | 145        |             |           |                 |           |
| 06:30          |                  | 95         | 151         |             |           | 48         | 134        |             |           |                 |           |
| 06:45          |                  | 110        | 129         | 403         | 562       | 56         | 128        | 163         | 540       | 566             | 1102      |
| 07:00          |                  | 144        | 129         |             |           | 52         | 107        |             |           |                 |           |
| 07:15          |                  | 166        | 104         |             |           | 102        | 85         |             |           |                 |           |
| 07:30          |                  | <b>203</b> | 103         |             |           | <b>117</b> | 94         |             |           |                 |           |
| 07:45          |                  | <b>199</b> | 70          | 712         | 406       | <b>145</b> | 59         | 416         | 345       | 1128            | 751       |
| 08:00          |                  | <b>178</b> | 73          |             |           | <b>131</b> | 73         |             |           |                 |           |
| 08:15          |                  | <b>190</b> | 68          |             |           | <b>117</b> | 59         |             |           |                 |           |
| 08:30          |                  | 184        | 69          |             |           | 92         | 42         |             |           |                 |           |
| 08:45          |                  | 181        | 65          | 733         | 275       | 97         | 48         | 437         | 222       | 1170            | 497       |
| 09:00          |                  | 140        | 51          |             |           | 93         | 58         |             |           |                 |           |
| 09:15          |                  | 129        | 47          |             |           | 71         | 57         |             |           |                 |           |
| 09:30          |                  | 121        | 31          |             |           | 92         | 44         |             |           |                 |           |
| 09:45          |                  | 121        | 33          | 511         | 162       | 77         | 36         | 333         | 195       | 844             | 357       |
| 10:00          |                  | 134        | 34          |             |           | 79         | 29         |             |           |                 |           |
| 10:15          |                  | 115        | 32          |             |           | 111        | 37         |             |           |                 |           |
| 10:30          |                  | 114        | 22          |             |           | 84         | 28         |             |           |                 |           |
| 10:45          |                  | 124        | 30          | 487         | 118       | 103        | 26         | 377         | 120       | 864             | 238       |
| 11:00          |                  | 138        | 19          |             |           | 95         | 26         |             |           |                 |           |
| 11:15          |                  | 138        | 18          |             |           | 91         | 21         |             |           |                 |           |
| 11:30          |                  | 124        | 17          |             |           | 87         | 18         |             |           |                 |           |
| 11:45          |                  | 176        | 11          | 576         | 65        | 107        | 17         | 380         | 82        | 956             | 147       |
| Total          |                  | 4517       | 5875        | 4517        | 5875      | 2466       | 5203       | 2466        | 5203      | 6983            | 11078     |
| Combined Total |                  | 10392      |             | 10392       |           | 7669       |            | 7669        |           | 18061           |           |
| AM Peak        | -                | 07:30      | -           | -           | -         | 07:30      | -          | -           | -         | -               | -         |
| Vol.           | -                | 770        | -           | -           | -         | 510        | -          | -           | -         | -               | -         |
| P.H.F.         |                  | 0.948      |             |             |           | 0.879      |            |             |           |                 |           |
| PM Peak        | -                | -          | 03:15       | -           | -         | -          | 03:30      | -           | -         | -               | -         |
| Vol.           | -                | -          | 950         | -           | -         | -          | 777        | -           | -         | -               | -         |
| P.H.F.         |                  |            | 0.797       |             |           |            | 0.981      |             |           |                 |           |
| Percentage     |                  | 43.5%      | 56.5%       |             |           | 32.2%      | 67.8%      |             |           |                 |           |
| ADT/AADT       |                  | ADT 18,061 | AADT 18,061 |             |           |            |            |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
6th Street  
E/ Rimpau Avenue  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: 951-268-6268  
email: counts@countsunlimited.com

COR012  
Site Code: 999-26153

| Start Time     | 2/26/2026<br>Thu | Eastbound  |            | Hour Totals |           | Westbound  |            | Hour Totals |           | Combined Totals |           |
|----------------|------------------|------------|------------|-------------|-----------|------------|------------|-------------|-----------|-----------------|-----------|
|                |                  | Morning    | Afternoon  | Morning     | Afternoon | Morning    | Afternoon  | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |                  | 13         | 125        |             |           | 13         | 168        |             |           |                 |           |
| 12:15          |                  | 11         | 142        |             |           | 10         | 180        |             |           |                 |           |
| 12:30          |                  | 12         | 129        |             |           | 11         | 151        |             |           |                 |           |
| 12:45          |                  | 6          | 123        | 42          | 519       | 11         | 156        | 45          | 655       | 87              | 1174      |
| 01:00          |                  | 9          | 144        |             |           | 5          | 177        |             |           |                 |           |
| 01:15          |                  | 10         | 123        |             |           | 16         | 148        |             |           |                 |           |
| 01:30          |                  | 11         | 144        |             |           | 4          | 220        |             |           |                 |           |
| 01:45          |                  | 5          | 153        | 35          | 564       | 7          | 188        | 32          | 733       | 67              | 1297      |
| 02:00          |                  | 7          | 155        |             |           | 8          | 193        |             |           |                 |           |
| 02:15          |                  | 7          | 208        |             |           | 12         | 150        |             |           |                 |           |
| 02:30          |                  | 8          | 206        |             |           | 5          | 201        |             |           |                 |           |
| 02:45          |                  | 13         | 210        | 35          | 779       | 7          | 233        | 32          | 777       | 67              | 1556      |
| 03:00          |                  | 25         | 237        |             |           | 6          | 187        |             |           |                 |           |
| 03:15          |                  | 25         | 299        |             |           | 13         | 191        |             |           |                 |           |
| 03:30          |                  | 46         | <b>248</b> |             |           | 47         | 285        |             |           |                 |           |
| 03:45          |                  | 38         | <b>304</b> | 134         | 1088      | 48         | 181        | 114         | 844       | 248             | 1932      |
| 04:00          |                  | 41         | <b>307</b> |             |           | 64         | 222        |             |           |                 |           |
| 04:15          |                  | 38         | <b>355</b> |             |           | 74         | 171        |             |           |                 |           |
| 04:30          |                  | 69         | 237        |             |           | 100        | <b>256</b> |             |           |                 |           |
| 04:45          |                  | 102        | 172        | 250         | 1071      | 89         | <b>219</b> | 327         | 868       | 577             | 1939      |
| 05:00          |                  | 62         | 223        |             |           | 105        | <b>231</b> |             |           |                 |           |
| 05:15          |                  | 72         | 256        |             |           | 113        | <b>212</b> |             |           |                 |           |
| 05:30          |                  | 96         | 243        |             |           | 178        | 180        |             |           |                 |           |
| 05:45          |                  | 103        | 253        | 333         | 975       | 214        | 186        | 610         | 809       | 943             | 1784      |
| 06:00          |                  | 58         | 200        |             |           | 138        | 154        |             |           |                 |           |
| 06:15          |                  | 61         | 188        |             |           | 132        | 170        |             |           |                 |           |
| 06:30          |                  | 71         | 160        |             |           | 182        | 141        |             |           |                 |           |
| 06:45          |                  | 102        | 131        | 292         | 679       | 207        | 138        | 659         | 603       | 951             | 1282      |
| 07:00          |                  | 77         | 114        |             |           | 179        | 158        |             |           |                 |           |
| 07:15          |                  | 88         | 99         |             |           | 199        | 93         |             |           |                 |           |
| 07:30          |                  | 108        | 74         |             |           | <b>242</b> | 94         |             |           |                 |           |
| 07:45          |                  | 160        | 59         | 433         | 346       | <b>196</b> | 91         | 816         | 436       | 1249            | 782       |
| 08:00          |                  | 118        | 63         |             |           | <b>264</b> | 87         |             |           |                 |           |
| 08:15          |                  | 121        | 76         |             |           | <b>240</b> | 74         |             |           |                 |           |
| 08:30          |                  | 129        | 73         |             |           | 212        | 64         |             |           |                 |           |
| 08:45          |                  | 129        | 69         | 497         | 281       | 177        | 75         | 893         | 300       | 1390            | 581       |
| 09:00          |                  | 103        | 69         |             |           | 188        | 62         |             |           |                 |           |
| 09:15          |                  | 101        | 57         |             |           | 166        | 61         |             |           |                 |           |
| 09:30          |                  | 118        | 43         |             |           | 131        | 47         |             |           |                 |           |
| 09:45          |                  | 104        | 34         | 426         | 203       | 195        | 38         | 680         | 208       | 1106            | 411       |
| 10:00          |                  | 113        | 31         |             |           | 154        | 43         |             |           |                 |           |
| 10:15          |                  | <b>133</b> | 22         |             |           | 165        | 31         |             |           |                 |           |
| 10:30          |                  | <b>125</b> | 22         |             |           | 111        | 30         |             |           |                 |           |
| 10:45          |                  | <b>149</b> | 24         | 520         | 99        | 166        | 24         | 596         | 128       | 1116            | 227       |
| 11:00          |                  | <b>150</b> | 18         |             |           | 151        | 25         |             |           |                 |           |
| 11:15          |                  | 122        | 21         |             |           | 119        | 14         |             |           |                 |           |
| 11:30          |                  | 124        | 18         |             |           | 149        | 21         |             |           |                 |           |
| 11:45          |                  | 133        | 8          | 529         | 65        | 173        | 9          | 592         | 69        | 1121            | 134       |
| Total          |                  | 3526       | 6669       | 3526        | 6669      | 5396       | 6430       | 5396        | 6430      | 8922            | 13099     |
| Combined Total |                  | 10195      |            | 10195       |           | 11826      |            | 11826       |           | 22021           |           |
| AM Peak        | -                | 10:15      | -          | -           | -         | 07:30      | -          | -           | -         | -               | -         |
| Vol.           | -                | 557        | -          | -           | -         | 942        | -          | -           | -         | -               | -         |
| P.H.F.         |                  | 0.928      |            |             |           | 0.892      |            |             |           |                 |           |
| PM Peak        | -                | -          | 03:30      | -           | -         | -          | 04:30      | -           | -         | -               | -         |
| Vol.           | -                | -          | 1214       | -           | -         | -          | 918        | -           | -         | -               | -         |
| P.H.F.         |                  |            | 0.855      |             |           |            | 0.805      |             |           |                 |           |
| Percentage     |                  | 34.6%      | 65.4%      |             |           | 45.6%      | 54.4%      |             |           |                 |           |
| ADT/AADT       |                  | ADT 22,021 |            | AADT 22,021 |           |            |            |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
6th Street  
W/ East Grand Boulevard  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: 951-268-6268  
email: counts@countsunlimited.com

COR001  
Site Code: 999-26153

| Start Time     | 2/26/2026<br>Thu | Eastbound  |             | Hour Totals |           | Westbound  |            | Hour Totals |           | Combined Totals |           |
|----------------|------------------|------------|-------------|-------------|-----------|------------|------------|-------------|-----------|-----------------|-----------|
|                |                  | Morning    | Afternoon   | Morning     | Afternoon | Morning    | Afternoon  | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |                  | 5          | 80          |             |           | 9          | 97         |             |           |                 |           |
| 12:15          |                  | 7          | 87          |             |           | 11         | 79         |             |           |                 |           |
| 12:30          |                  | 4          | 106         |             |           | 7          | 74         |             |           |                 |           |
| 12:45          |                  | 4          | 83          | 20          | 356       | 7          | 85         | 34          | 335       | 54              | 691       |
| 01:00          |                  | 8          | 95          |             |           | 1          | 93         |             |           |                 |           |
| 01:15          |                  | 6          | 98          |             |           | 7          | 83         |             |           |                 |           |
| 01:30          |                  | 5          | 100         |             |           | 1          | 96         |             |           |                 |           |
| 01:45          |                  | 10         | 95          | 29          | 388       | 6          | 115        | 15          | 387       | 44              | 775       |
| 02:00          |                  | 3          | 88          |             |           | 4          | 127        |             |           |                 |           |
| 02:15          |                  | 4          | 120         |             |           | 7          | 144        |             |           |                 |           |
| 02:30          |                  | 7          | 127         |             |           | 0          | 147        |             |           |                 |           |
| 02:45          |                  | 4          | 130         | 18          | 465       | 4          | 171        | 15          | 589       | 33              | 1054      |
| 03:00          |                  | 13         | 163         |             |           | 0          | 118        |             |           |                 |           |
| 03:15          |                  | 14         | <b>188</b>  |             |           | 8          | 160        |             |           |                 |           |
| 03:30          |                  | 18         | <b>227</b>  |             |           | 4          | 180        |             |           |                 |           |
| 03:45          |                  | 23         | <b>166</b>  | 68          | 744       | 13         | 165        | 25          | 623       | 93              | 1367      |
| 04:00          |                  | 29         | <b>173</b>  |             |           | 3          | 163        |             |           |                 |           |
| 04:15          |                  | 42         | 158         |             |           | 7          | 153        |             |           |                 |           |
| 04:30          |                  | 67         | 120         |             |           | 12         | <b>172</b> |             |           |                 |           |
| 04:45          |                  | 56         | 149         | 194         | 600       | 11         | <b>178</b> | 33          | 666       | 227             | 1266      |
| 05:00          |                  | 48         | 132         |             |           | 9          | <b>160</b> |             |           |                 |           |
| 05:15          |                  | 60         | 156         |             |           | 9          | <b>175</b> |             |           |                 |           |
| 05:30          |                  | 61         | 113         |             |           | 6          | 150        |             |           |                 |           |
| 05:45          |                  | 96         | 107         | 265         | 508       | 20         | 160        | 44          | 645       | 309             | 1153      |
| 06:00          |                  | 56         | 118         |             |           | 29         | 110        |             |           |                 |           |
| 06:15          |                  | 61         | 97          |             |           | 24         | 129        |             |           |                 |           |
| 06:30          |                  | 55         | 111         |             |           | 23         | 114        |             |           |                 |           |
| 06:45          |                  | 82         | 70          | 254         | 396       | 32         | 105        | 108         | 458       | 362             | 854       |
| 07:00          |                  | 101        | 70          |             |           | 45         | 84         |             |           |                 |           |
| 07:15          |                  | 104        | 78          |             |           | 87         | 76         |             |           |                 |           |
| 07:30          |                  | <b>151</b> | 75          |             |           | <b>135</b> | 91         |             |           |                 |           |
| 07:45          |                  | <b>161</b> | 45          | 517         | 268       | <b>130</b> | 58         | 397         | 309       | 914             | 577       |
| 08:00          |                  | <b>143</b> | 38          |             |           | <b>121</b> | 74         |             |           |                 |           |
| 08:15          |                  | <b>133</b> | 55          |             |           | <b>121</b> | 52         |             |           |                 |           |
| 08:30          |                  | 134        | 50          |             |           | 93         | 36         |             |           |                 |           |
| 08:45          |                  | 144        | 44          | 554         | 187       | 69         | 39         | 404         | 201       | 958             | 388       |
| 09:00          |                  | 103        | 46          |             |           | 66         | 53         |             |           |                 |           |
| 09:15          |                  | 85         | 35          |             |           | 48         | 42         |             |           |                 |           |
| 09:30          |                  | 77         | 26          |             |           | 65         | 41         |             |           |                 |           |
| 09:45          |                  | 81         | 31          | 346         | 138       | 71         | 31         | 250         | 167       | 596             | 305       |
| 10:00          |                  | 90         | 20          |             |           | 67         | 27         |             |           |                 |           |
| 10:15          |                  | 81         | 25          |             |           | 82         | 33         |             |           |                 |           |
| 10:30          |                  | 68         | 17          |             |           | 48         | 21         |             |           |                 |           |
| 10:45          |                  | 81         | 17          | 320         | 79        | 72         | 16         | 269         | 97        | 589             | 176       |
| 11:00          |                  | 96         | 13          |             |           | 66         | 17         |             |           |                 |           |
| 11:15          |                  | 103        | 14          |             |           | 62         | 11         |             |           |                 |           |
| 11:30          |                  | 88         | 6           |             |           | 69         | 16         |             |           |                 |           |
| 11:45          |                  | 101        | 4           | 388         | 37        | 80         | 6          | 277         | 50        | 665             | 87        |
| Total          |                  | 2973       | 4166        | 2973        | 4166      | 1871       | 4527       | 1871        | 4527      | 4844            | 8693      |
| Combined Total |                  | 7139       |             | 7139        |           | 6398       |            | 6398        |           | 13537           |           |
| AM Peak        | -                | 07:30      | -           | -           | -         | 07:30      | -          | -           | -         | -               | -         |
| Vol.           | -                | 588        | -           | -           | -         | 507        | -          | -           | -         | -               | -         |
| P.H.F.         |                  | 0.913      |             |             |           | 0.939      |            |             |           |                 |           |
| PM Peak        | -                | -          | 03:15       | -           | -         | -          | 04:30      | -           | -         | -               | -         |
| Vol.           | -                | -          | 754         | -           | -         | -          | 685        | -           | -         | -               | -         |
| P.H.F.         |                  |            | 0.830       |             |           |            | 0.951      |             |           |                 |           |
| Percentage     |                  | 41.6%      | 58.4%       |             |           | 29.2%      | 70.8%      |             |           |                 |           |
| ADT/AADT       |                  | ADT 13,537 | AADT 13,537 |             |           |            |            |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
East Grand Boulevard  
N/ 3rd Street  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
(951) 268-6268  
email: counts@countsunlimited.com

COR008  
Site Code: 999-26153

| Start Time     | 2/26/26<br>Thu | Northbound |            | Hour Totals |           | Southbound |            | Hour Totals |           | Combined Totals |           |
|----------------|----------------|------------|------------|-------------|-----------|------------|------------|-------------|-----------|-----------------|-----------|
|                |                | Morning    | Afternoon  | Morning     | Afternoon | Morning    | Afternoon  | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |                | 7          | 152        |             |           | 14         | 112        |             |           |                 |           |
| 12:15          |                | 8          | 165        |             |           | 13         | 104        |             |           |                 |           |
| 12:30          |                | 2          | 173        |             |           | 14         | 116        |             |           |                 |           |
| 12:45          |                | 11         | 136        | 28          | 626       | 11         | 100        | 52          | 432       | 80              | 1058      |
| 01:00          |                | 7          | 153        |             |           | 7          | 116        |             |           |                 |           |
| 01:15          |                | 10         | 164        |             |           | 10         | 99         |             |           |                 |           |
| 01:30          |                | 10         | 170        |             |           | 8          | 137        |             |           |                 |           |
| 01:45          |                | 8          | 169        | 35          | 656       | 7          | 176        | 32          | 528       | 67              | 1184      |
| 02:00          |                | 7          | 171        |             |           | 11         | 183        |             |           |                 |           |
| 02:15          |                | 9          | 179        |             |           | 9          | 155        |             |           |                 |           |
| 02:30          |                | 7          | 197        |             |           | 4          | 214        |             |           |                 |           |
| 02:45          |                | 5          | 207        | 28          | 754       | 4          | 165        | 28          | 717       | 56              | 1471      |
| 03:00          |                | 12         | 193        |             |           | 6          | 187        |             |           |                 |           |
| 03:15          |                | 21         | <b>245</b> |             |           | 9          | 230        |             |           |                 |           |
| 03:30          |                | 55         | <b>196</b> |             |           | 19         | 236        |             |           |                 |           |
| 03:45          |                | 65         | <b>235</b> | 153         | 869       | 20         | <b>228</b> | 54          | 881       | 207             | 1750      |
| 04:00          |                | 76         | <b>217</b> |             |           | 8          | <b>234</b> |             |           |                 |           |
| 04:15          |                | 96         | 206        |             |           | 22         | <b>261</b> |             |           |                 |           |
| 04:30          |                | 135        | 190        |             |           | 30         | <b>240</b> |             |           |                 |           |
| 04:45          |                | 121        | 258        | 428         | 871       | 35         | <b>256</b> | 95          | 991       | 523             | 1862      |
| 05:00          |                | 79         | 216        |             |           | 27         | 209        |             |           |                 |           |
| 05:15          |                | 69         | 206        |             |           | 27         | 209        |             |           |                 |           |
| 05:30          |                | 120        | 167        |             |           | 38         | 187        |             |           |                 |           |
| 05:45          |                | 139        | 168        | 407         | 757       | 50         | 234        | 142         | 839       | 549             | 1596      |
| 06:00          |                | 122        | 166        |             |           | 39         | 158        |             |           |                 |           |
| 06:15          |                | 89         | 151        |             |           | 41         | 154        |             |           |                 |           |
| 06:30          |                | 104        | 146        |             |           | 47         | 134        |             |           |                 |           |
| 06:45          |                | 126        | 123        | 441         | 586       | 67         | 141        | 194         | 587       | 635             | 1173      |
| 07:00          |                | 140        | 135        |             |           | 57         | 107        |             |           |                 |           |
| 07:15          |                | <b>190</b> | 106        |             |           | <b>125</b> | 88         |             |           |                 |           |
| 07:30          |                | <b>192</b> | 95         |             |           | <b>146</b> | 93         |             |           |                 |           |
| 07:45          |                | <b>222</b> | 81         | 744         | 417       | <b>154</b> | 74         | 482         | 362       | 1226            | 779       |
| 08:00          |                | <b>178</b> | 67         |             |           | <b>146</b> | 60         |             |           |                 |           |
| 08:15          |                | 184        | 76         |             |           | 123        | 61         |             |           |                 |           |
| 08:30          |                | 182        | 82         |             |           | 107        | 43         |             |           |                 |           |
| 08:45          |                | 184        | 64         | 728         | 289       | 93         | 46         | 469         | 210       | 1197            | 499       |
| 09:00          |                | 150        | 52         |             |           | 114        | 53         |             |           |                 |           |
| 09:15          |                | 119        | 56         |             |           | 67         | 50         |             |           |                 |           |
| 09:30          |                | 120        | 42         |             |           | 102        | 46         |             |           |                 |           |
| 09:45          |                | 133        | 33         | 522         | 183       | 82         | 34         | 365         | 183       | 887             | 366       |
| 10:00          |                | 139        | 32         |             |           | 89         | 34         |             |           |                 |           |
| 10:15          |                | 113        | 37         |             |           | 117        | 40         |             |           |                 |           |
| 10:30          |                | 123        | 16         |             |           | 84         | 29         |             |           |                 |           |
| 10:45          |                | 114        | 26         | 489         | 111       | 114        | 27         | 404         | 130       | 893             | 241       |
| 11:00          |                | 148        | 23         |             |           | 106        | 24         |             |           |                 |           |
| 11:15          |                | 135        | 16         |             |           | 95         | 20         |             |           |                 |           |
| 11:30          |                | 131        | 17         |             |           | 91         | 19         |             |           |                 |           |
| 11:45          |                | 180        | 9          | 594         | 65        | 108        | 20         | 400         | 83        | 994             | 148       |
| Total          |                | 4597       | 6184       | 4597        | 6184      | 2717       | 5943       | 2717        | 5943      | 7314            | 12127     |
| Combined Total |                | 10781      |            | 10781       |           | 8660       |            | 8660        |           | 19441           |           |
| AM Peak        | -              | 07:15      | -          | -           | -         | 07:15      | -          | -           | -         | -               | -         |
| Vol.           | -              | 782        | -          | -           | -         | 571        | -          | -           | -         | -               | -         |
| P.H.F.         |                | 0.881      |            |             |           | 0.927      |            |             |           |                 |           |
| PM Peak        | -              | -          | 03:15      | -           | -         | -          | 04:00      | -           | -         | -               | -         |
| Vol.           | -              | -          | 893        | -           | -         | -          | 991        | -           | -         | -               | -         |
| P.H.F.         |                |            | 0.911      |             |           |            | 0.949      |             |           |                 |           |
| Percentage     |                | 42.6%      | 57.4%      |             |           | 31.4%      | 68.6%      |             |           |                 |           |
| ADT/AADT       |                | ADT 19,441 |            | AADT 19,441 |           |            |            |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
East Grand Boulevard  
N/ 6th Street  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: 951-268-6268  
email: counts@countsunlimited.com

COR004  
Site Code: 999-26153

| Start Time     | 2/26/2026<br>Thu | Northbound |             | Hour Totals |           | Southbound |           | Hour Totals |           | Combined Totals |           |
|----------------|------------------|------------|-------------|-------------|-----------|------------|-----------|-------------|-----------|-----------------|-----------|
|                |                  | Morning    | Afternoon   | Morning     | Afternoon | Morning    | Afternoon | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |                  | 9          | 102         |             |           | 12         | 94        |             |           |                 |           |
| 12:15          |                  | 8          | 129         |             |           | 16         | 100       |             |           |                 |           |
| 12:30          |                  | 9          | 104         |             |           | 6          | 92        |             |           |                 |           |
| 12:45          |                  | 6          | 110         | 32          | 445       | 13         | 91        | 47          | 377       | 79              | 822       |
| 01:00          |                  | 10         | 126         |             |           | 4          | 107       |             |           |                 |           |
| 01:15          |                  | 10         | 93          |             |           | 9          | 99        |             |           |                 |           |
| 01:30          |                  | 3          | 130         |             |           | 9          | 94        |             |           |                 |           |
| 01:45          |                  | 9          | 117         | 32          | 466       | 4          | 108       | 26          | 408       | 58              | 874       |
| 02:00          |                  | 8          | 123         |             |           | 4          | 128       |             |           |                 |           |
| 02:15          |                  | 6          | 105         |             |           | 8          | 124       |             |           |                 |           |
| 02:30          |                  | 7          | 127         |             |           | 7          | 114       |             |           |                 |           |
| 02:45          |                  | 6          | 116         | 27          | 471       | 15         | 119       | 34          | 485       | 61              | 956       |
| 03:00          |                  | 11         | 124         |             |           | 20         | 137       |             |           |                 |           |
| 03:15          |                  | 5          | 117         |             |           | 20         | 172       |             |           |                 |           |
| 03:30          |                  | 8          | 164         |             |           | 29         | 153       |             |           |                 |           |
| 03:45          |                  | 10         | 123         | 34          | 528       | 35         | 158       | 104         | 620       | 138             | 1148      |
| 04:00          |                  | 11         | 126         |             |           | 27         | 139       |             |           |                 |           |
| 04:15          |                  | 32         | 126         |             |           | 24         | 144       |             |           |                 |           |
| 04:30          |                  | 37         | 120         |             |           | 34         | 160       |             |           |                 |           |
| 04:45          |                  | 41         | 125         | 121         | 497       | 57         | 140       | 142         | 583       | 263             | 1080      |
| 05:00          |                  | 89         | 143         |             |           | 40         | 145       |             |           |                 |           |
| 05:15          |                  | 79         | 134         |             |           | 40         | 147       |             |           |                 |           |
| 05:30          |                  | 108        | 103         |             |           | 61         | 121       |             |           |                 |           |
| 05:45          |                  | 135        | 117         | 411         | 497       | 51         | 159       | 192         | 572       | 603             | 1069      |
| 06:00          |                  | 109        | 92          |             |           | 40         | 116       |             |           |                 |           |
| 06:15          |                  | 101        | 104         |             |           | 45         | 114       |             |           |                 |           |
| 06:30          |                  | 128        | 79          |             |           | 38         | 110       |             |           |                 |           |
| 06:45          |                  | 140        | 75          | 478         | 350       | 64         | 94        | 187         | 434       | 665             | 784       |
| 07:00          |                  | 156        | 84          |             |           | 45         | 91        |             |           |                 |           |
| 07:15          |                  | 120        | 82          |             |           | 45         | 72        |             |           |                 |           |
| 07:30          |                  | 126        | 68          |             |           | 76         | 68        |             |           |                 |           |
| 07:45          |                  | 140        | 62          | 542         | 296       | 84         | 55        | 250         | 286       | 792             | 582       |
| 08:00          |                  | 178        | 42          |             |           | 77         | 54        |             |           |                 |           |
| 08:15          |                  | 164        | 51          |             |           | 82         | 55        |             |           |                 |           |
| 08:30          |                  | 135        | 47          |             |           | 61         | 75        |             |           |                 |           |
| 08:45          |                  | 149        | 45          | 626         | 185       | 78         | 50        | 298         | 234       | 924             | 419       |
| 09:00          |                  | 154        | 51          |             |           | 74         | 55        |             |           |                 |           |
| 09:15          |                  | 129        | 36          |             |           | 74         | 52        |             |           |                 |           |
| 09:30          |                  | 120        | 34          |             |           | 79         | 37        |             |           |                 |           |
| 09:45          |                  | 123        | 29          | 526         | 150       | 78         | 36        | 305         | 180       | 831             | 330       |
| 10:00          |                  | 137        | 33          |             |           | 77         | 29        |             |           |                 |           |
| 10:15          |                  | 100        | 28          |             |           | 101        | 27        |             |           |                 |           |
| 10:30          |                  | 83         | 18          |             |           | 84         | 22        |             |           |                 |           |
| 10:45          |                  | 113        | 14          | 433         | 93        | 91         | 22        | 353         | 100       | 786             | 193       |
| 11:00          |                  | 115        | 20          |             |           | 101        | 16        |             |           |                 |           |
| 11:15          |                  | 95         | 10          |             |           | 81         | 13        |             |           |                 |           |
| 11:30          |                  | 105        | 10          |             |           | 91         | 11        |             |           |                 |           |
| 11:45          |                  | 111        | 7           | 426         | 47        | 98         | 4         | 371         | 44        | 797             | 91        |
| Total          |                  | 3688       | 4025        | 3688        | 4025      | 2309       | 4323      | 2309        | 4323      | 5997            | 8348      |
| Combined Total |                  | 7713       |             | 7713        |           | 6632       |           | 6632        |           | 14345           |           |
| AM Peak        | -                | 08:00      | -           | -           | -         | 10:15      | -         | -           | -         | -               | -         |
| Vol.           | -                | 626        | -           | -           | -         | 377        | -         | -           | -         | -               | -         |
| P.H.F.         |                  | 0.879      |             |             |           | 0.933      |           |             |           |                 |           |
| PM Peak        | -                | -          | 03:30       | -           | -         | -          | 03:15     | -           | -         | -               | -         |
| Vol.           | -                | -          | 539         | -           | -         | -          | 622       | -           | -         | -               | -         |
| P.H.F.         |                  |            | 0.822       |             |           |            | 0.904     |             |           |                 |           |
| Percentage     |                  | 47.8%      | 52.2%       |             |           | 34.8%      | 65.2%     |             |           |                 |           |
| ADT/AADT       |                  | ADT 14,345 | AADT 14,345 |             |           |            |           |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
East Grand Boulevard  
S/ 6th Street  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: 951-268-6268  
email: counts@countsunlimited.com

COR005  
Site Code: 999-26153

| Start Time     | 2/26/2026<br>Thu | Northbound |            | Hour Totals |           | Southbound |            | Hour Totals |           | Combined Totals |           |
|----------------|------------------|------------|------------|-------------|-----------|------------|------------|-------------|-----------|-----------------|-----------|
|                |                  | Morning    | Afternoon  | Morning     | Afternoon | Morning    | Afternoon  | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |                  | 12         | 181        |             |           | 19         | 127        |             |           |                 |           |
| 12:15          |                  | 14         | 206        |             |           | 23         | 134        |             |           |                 |           |
| 12:30          |                  | 8          | 190        |             |           | 12         | 134        |             |           |                 |           |
| 12:45          |                  | 12         | 171        | 46          | 748       | 14         | 123        | 68          | 518       | 114             | 1266      |
| 01:00          |                  | 9          | 183        |             |           | 10         | 143        |             |           |                 |           |
| 01:15          |                  | 15         | 160        |             |           | 13         | 129        |             |           |                 |           |
| 01:30          |                  | 10         | 218        |             |           | 16         | 141        |             |           |                 |           |
| 01:45          |                  | 10         | 201        | 44          | 762       | 8          | 166        | 47          | 579       | 91              | 1341      |
| 02:00          |                  | 13         | 197        |             |           | 8          | 162        |             |           |                 |           |
| 02:15          |                  | 9          | 171        |             |           | 11         | 167        |             |           |                 |           |
| 02:30          |                  | 7          | 225        |             |           | 10         | 188        |             |           |                 |           |
| 02:45          |                  | 8          | 238        | 37          | 831       | 17         | 189        | 46          | 706       | 83              | 1537      |
| 03:00          |                  | 13         | 197        |             |           | 26         | 215        |             |           |                 |           |
| 03:15          |                  | 15         | 197        |             |           | 20         | 218        |             |           |                 |           |
| 03:30          |                  | 45         | 273        |             |           | 41         | 203        |             |           |                 |           |
| 03:45          |                  | 57         | 207        | 130         | 874       | 45         | <b>223</b> | 132         | 859       | 262             | 1733      |
| 04:00          |                  | 65         | 217        |             |           | 33         | <b>225</b> |             |           |                 |           |
| 04:15          |                  | 92         | 182        |             |           | 45         | <b>235</b> |             |           |                 |           |
| 04:30          |                  | 113        | <b>219</b> |             |           | 60         | <b>222</b> |             |           |                 |           |
| 04:45          |                  | 104        | <b>238</b> | 374         | 856       | 86         | 180        | 224         | 862       | 598             | 1718      |
| 05:00          |                  | 126        | <b>252</b> |             |           | 57         | 171        |             |           |                 |           |
| 05:15          |                  | 110        | <b>208</b> |             |           | 69         | 189        |             |           |                 |           |
| 05:30          |                  | 169        | 191        |             |           | 81         | 181        |             |           |                 |           |
| 05:45          |                  | 202        | 197        | 607         | 848       | 95         | 223        | 302         | 764       | 909             | 1612      |
| 06:00          |                  | 167        | 159        |             |           | 47         | 176        |             |           |                 |           |
| 06:15          |                  | 138        | 179        |             |           | 58         | 168        |             |           |                 |           |
| 06:30          |                  | 178        | 144        |             |           | 73         | 155        |             |           |                 |           |
| 06:45          |                  | 189        | 155        | 672         | 637       | 109        | 138        | 287         | 637       | 959             | 1274      |
| 07:00          |                  | 218        | 163        |             |           | 71         | 134        |             |           |                 |           |
| 07:15          |                  | 209        | 123        |             |           | 87         | 96         |             |           |                 |           |
| 07:30          |                  | 222        | 110        |             |           | 102        | 85         |             |           |                 |           |
| 07:45          |                  | <b>222</b> | 98         | 871         | 494       | 143        | 67         | 403         | 382       | 1274            | 876       |
| 08:00          |                  | <b>245</b> | 88         |             |           | 119        | 64         |             |           |                 |           |
| 08:15          |                  | <b>265</b> | 82         |             |           | 122        | 80         |             |           |                 |           |
| 08:30          |                  | <b>230</b> | 75         |             |           | 105        | 90         |             |           |                 |           |
| 08:45          |                  | 205        | 83         | 945         | 328       | 125        | 76         | 471         | 310       | 1416            | 638       |
| 09:00          |                  | 206        | 74         |             |           | 116        | 78         |             |           |                 |           |
| 09:15          |                  | 176        | 55         |             |           | 100        | 74         |             |           |                 |           |
| 09:30          |                  | 177        | 44         |             |           | 119        | 45         |             |           |                 |           |
| 09:45          |                  | 188        | 37         | 747         | 210       | 109        | 47         | 444         | 244       | 1191            | 454       |
| 10:00          |                  | 203        | 51         |             |           | 111        | 35         |             |           |                 |           |
| 10:15          |                  | 150        | 41         |             |           | <b>146</b> | 37         |             |           |                 |           |
| 10:30          |                  | 137        | 26         |             |           | <b>128</b> | 32         |             |           |                 |           |
| 10:45          |                  | 165        | 31         | 655         | 149       | <b>131</b> | 36         | 516         | 140       | 1171            | 289       |
| 11:00          |                  | 182        | 23         |             |           | <b>155</b> | 22         |             |           |                 |           |
| 11:15          |                  | 148        | 19         |             |           | 128        | 28         |             |           |                 |           |
| 11:30          |                  | 154        | 25         |             |           | 122        | 17         |             |           |                 |           |
| 11:45          |                  | 191        | 12         | 675         | 79        | 130        | 13         | 535         | 80        | 1210            | 159       |
| Total          |                  | 5803       | 6816       | 5803        | 6816      | 3475       | 6081       | 3475        | 6081      | 9278            | 12897     |
| Combined Total |                  | 12619      |            | 12619       |           | 9556       |            | 9556        |           | 22175           |           |
| AM Peak        | -                | 07:45      | -          | -           | -         | 10:15      | -          | -           | -         | -               | -         |
| Vol.           | -                | 962        | -          | -           | -         | 560        | -          | -           | -         | -               | -         |
| P.H.F.         |                  | 0.908      |            |             |           | 0.903      |            |             |           |                 |           |
| PM Peak        | -                | -          | 04:30      | -           | -         | -          | 03:45      | -           | -         | -               | -         |
| Vol.           | -                | -          | 917        | -           | -         | -          | 905        | -           | -         | -               | -         |
| P.H.F.         |                  |            | 0.840      |             |           |            | 0.963      |             |           |                 |           |
| Percentage     |                  | 46.0%      | 54.0%      |             |           | 36.4%      | 63.6%      |             |           |                 |           |
| ADT/AADT       |                  | ADT 22,175 |            | AADT 22,175 |           |            |            |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
Fullerton Avenue  
S/ East Grand Boulevard  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
(951) 268-6268  
email: counts@countsunlimited.com

COR011  
Site Code: 999-26153

| Start Time     | 2/26/26<br>Thu | Northbound |            | Hour Totals |           | Southbound |           | Hour Totals |           | Combined Totals |           |
|----------------|----------------|------------|------------|-------------|-----------|------------|-----------|-------------|-----------|-----------------|-----------|
|                |                | Morning    | Afternoon  | Morning     | Afternoon | Morning    | Afternoon | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |                | 4          | 54         |             |           | 2          | 65        |             |           |                 |           |
| 12:15          |                | 7          | 41         |             |           | 5          | 48        |             |           |                 |           |
| 12:30          |                | 1          | 62         |             |           | 2          | 49        |             |           |                 |           |
| 12:45          |                | 4          | 55         | 16          | 212       | 1          | 71        | 10          | 233       | 26              | 445       |
| 01:00          |                | 2          | 55         |             |           | 0          | 71        |             |           |                 |           |
| 01:15          |                | 4          | 56         |             |           | 3          | 47        |             |           |                 |           |
| 01:30          |                | 3          | 50         |             |           | 1          | 51        |             |           |                 |           |
| 01:45          |                | 1          | 75         | 10          | 236       | 0          | 73        | 4           | 242       | 14              | 478       |
| 02:00          |                | 2          | 71         |             |           | 1          | 82        |             |           |                 |           |
| 02:15          |                | 3          | 93         |             |           | 1          | 130       |             |           |                 |           |
| 02:30          |                | 5          | 131        |             |           | 1          | 113       |             |           |                 |           |
| 02:45          |                | 2          | 93         | 12          | 388       | 3          | 104       | 6           | 429       | 18              | 817       |
| 03:00          |                | 5          | 129        |             |           | 1          | 91        |             |           |                 |           |
| 03:15          |                | 3          | 143        |             |           | 4          | 86        |             |           |                 |           |
| 03:30          |                | 9          | 110        |             |           | 4          | 128       |             |           |                 |           |
| 03:45          |                | 6          | 100        | 23          | 482       | 5          | 97        | 14          | 402       | 37              | 884       |
| 04:00          |                | 11         | 110        |             |           | 2          | 112       |             |           |                 |           |
| 04:15          |                | 9          | 101        |             |           | 0          | 95        |             |           |                 |           |
| 04:30          |                | 20         | 83         |             |           | 9          | 88        |             |           |                 |           |
| 04:45          |                | 17         | 110        | 57          | 404       | 7          | 80        | 18          | 375       | 75              | 779       |
| 05:00          |                | 16         | 89         |             |           | 9          | 83        |             |           |                 |           |
| 05:15          |                | 28         | 112        |             |           | 11         | 95        |             |           |                 |           |
| 05:30          |                | 29         | 107        |             |           | 8          | 91        |             |           |                 |           |
| 05:45          |                | 37         | 80         | 110         | 388       | 14         | 90        | 42          | 359       | 152             | 747       |
| 06:00          |                | 18         | 79         |             |           | 20         | 67        |             |           |                 |           |
| 06:15          |                | 33         | 86         |             |           | 22         | 75        |             |           |                 |           |
| 06:30          |                | 34         | 84         |             |           | 24         | 75        |             |           |                 |           |
| 06:45          |                | 39         | 45         | 124         | 294       | 32         | 67        | 98          | 284       | 222             | 578       |
| 07:00          |                | 59         | 44         |             |           | 35         | 58        |             |           |                 |           |
| 07:15          |                | 60         | 45         |             |           | 76         | 52        |             |           |                 |           |
| 07:30          |                | 104        | 50         |             |           | 119        | 49        |             |           |                 |           |
| 07:45          |                | 171        | 31         | 394         | 170       | 128        | 36        | 358         | 195       | 752             | 365       |
| 08:00          |                | 83         | 29         |             |           | 92         | 45        |             |           |                 |           |
| 08:15          |                | 90         | 34         |             |           | 111        | 35        |             |           |                 |           |
| 08:30          |                | 75         | 32         |             |           | 92         | 31        |             |           |                 |           |
| 08:45          |                | 104        | 26         | 352         | 121       | 53         | 34        | 348         | 145       | 700             | 266       |
| 09:00          |                | 57         | 36         |             |           | 40         | 34        |             |           |                 |           |
| 09:15          |                | 52         | 27         |             |           | 40         | 35        |             |           |                 |           |
| 09:30          |                | 39         | 19         |             |           | 52         | 25        |             |           |                 |           |
| 09:45          |                | 40         | 20         | 188         | 102       | 51         | 21        | 183         | 115       | 371             | 217       |
| 10:00          |                | 55         | 19         |             |           | 51         | 23        |             |           |                 |           |
| 10:15          |                | 43         | 12         |             |           | 51         | 18        |             |           |                 |           |
| 10:30          |                | 44         | 11         |             |           | 34         | 13        |             |           |                 |           |
| 10:45          |                | 60         | 12         | 202         | 54        | 46         | 10        | 182         | 64        | 384             | 118       |
| 11:00          |                | 61         | 4          |             |           | 52         | 8         |             |           |                 |           |
| 11:15          |                | 49         | 6          |             |           | 47         | 9         |             |           |                 |           |
| 11:30          |                | 52         | 6          |             |           | 48         | 10        |             |           |                 |           |
| 11:45          |                | 56         | 2          | 218         | 18        | 59         | 5         | 206         | 32        | 424             | 50        |
| Total          |                | 1706       | 2869       | 1706        | 2869      | 1469       | 2875      | 1469        | 2875      | 3175            | 5744      |
| Combined Total |                | 4575       |            | 4575        |           | 4344       |           | 4344        |           | 8919            |           |
| AM Peak        | -              | 07:30      | -          | -           | -         | 07:30      | -         | -           | -         | -               | -         |
| Vol.           | -              | 448        | -          | -           | -         | 450        | -         | -           | -         | -               | -         |
| P.H.F.         |                | 0.655      |            |             |           | 0.879      |           |             |           |                 |           |
| PM Peak        | -              | -          | 02:30      | -           | -         | -          | 02:15     | -           | -         | -               | -         |
| Vol.           | -              | -          | 496        | -           | -         | -          | 438       | -           | -         | -               | -         |
| P.H.F.         |                |            | 0.867      |             |           |            | 0.842     |             |           |                 |           |
| Percentage     |                | 37.3%      | 62.7%      |             |           | 33.8%      | 66.2%     |             |           |                 |           |
| ADT/AADT       |                | ADT 8,919  | AADT 8,919 |             |           |            |           |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
Quarry Street  
E/ East Grand Boulevard  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
(951) 268-6268  
email: counts@countsunlimited.com

COR008S  
Site Code: 999-26153

| Start Time     | 2/26/26<br>Thu | Eastbound |            | Hour Totals |           | Westbound |           | Hour Totals |           | Combined Totals |           |
|----------------|----------------|-----------|------------|-------------|-----------|-----------|-----------|-------------|-----------|-----------------|-----------|
|                |                | Morning   | Afternoon  | Morning     | Afternoon | Morning   | Afternoon | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |                | 1         | 18         |             |           | 2         | 19        |             |           |                 |           |
| 12:15          |                | 1         | 10         |             |           | 2         | 22        |             |           |                 |           |
| 12:30          |                | 1         | 18         |             |           | 0         | 31        |             |           |                 |           |
| 12:45          |                | 4         | 19         | 7           | 65        | 0         | 34        | 4           | 106       | 11              | 171       |
| 01:00          |                | 1         | 15         |             |           | 2         | 17        |             |           |                 |           |
| 01:15          |                | 1         | 18         |             |           | 3         | 34        |             |           |                 |           |
| 01:30          |                | 2         | 24         |             |           | 0         | 21        |             |           |                 |           |
| 01:45          |                | 0         | 36         | 4           | 93        | 0         | 41        | 5           | 113       | 9               | 206       |
| 02:00          |                | 2         | 37         |             |           | 3         | 33        |             |           |                 |           |
| 02:15          |                | 1         | 35         |             |           | 2         | 30        |             |           |                 |           |
| 02:30          |                | 1         | 46         |             |           | 0         | 43        |             |           |                 |           |
| 02:45          |                | 1         | 58         | 5           | 176       | 0         | 45        | 5           | 151       | 10              | 327       |
| 03:00          |                | 0         | 56         |             |           | 1         | 27        |             |           |                 |           |
| 03:15          |                | 0         | 68         |             |           | 1         | 29        |             |           |                 |           |
| 03:30          |                | 5         | 73         |             |           | 4         | 39        |             |           |                 |           |
| 03:45          |                | 4         | 77         | 9           | 274       | 4         | 40        | 10          | 135       | 19              | 409       |
| 04:00          |                | 3         | 70         |             |           | 5         | 47        |             |           |                 |           |
| 04:15          |                | 3         | 112        |             |           | 2         | 36        |             |           |                 |           |
| 04:30          |                | 2         | 111        |             |           | 8         | 36        |             |           |                 |           |
| 04:45          |                | 8         | 69         | 16          | 362       | 14        | 56        | 29          | 175       | 45              | 537       |
| 05:00          |                | 4         | 80         |             |           | 7         | 42        |             |           |                 |           |
| 05:15          |                | 9         | 70         |             |           | 8         | 36        |             |           |                 |           |
| 05:30          |                | 3         | 50         |             |           | 19        | 31        |             |           |                 |           |
| 05:45          |                | 10        | 72         | 26          | 272       | 15        | 33        | 49          | 142       | 75              | 414       |
| 06:00          |                | 6         | 33         |             |           | 20        | 21        |             |           |                 |           |
| 06:15          |                | 5         | 37         |             |           | 12        | 22        |             |           |                 |           |
| 06:30          |                | 2         | 27         |             |           | 16        | 14        |             |           |                 |           |
| 06:45          |                | 19        | 18         | 32          | 115       | 22        | 6         | 70          | 63        | 102             | 178       |
| 07:00          |                | 12        | 18         |             |           | 18        | 18        |             |           |                 |           |
| 07:15          |                | 19        | 14         |             |           | 32        | 14        |             |           |                 |           |
| 07:30          |                | 23        | 15         |             |           | 32        | 13        |             |           |                 |           |
| 07:45          |                | 29        | 12         | 83          | 59        | 34        | 10        | 116         | 55        | 199             | 114       |
| 08:00          |                | 29        | 11         |             |           | 27        | 15        |             |           |                 |           |
| 08:15          |                | 31        | 8          |             |           | 32        | 13        |             |           |                 |           |
| 08:30          |                | 20        | 8          |             |           | 32        | 13        |             |           |                 |           |
| 08:45          |                | 19        | 10         | 99          | 37        | 32        | 8         | 123         | 49        | 222             | 86        |
| 09:00          |                | 15        | 5          |             |           | 25        | 8         |             |           |                 |           |
| 09:15          |                | 19        | 5          |             |           | 19        | 10        |             |           |                 |           |
| 09:30          |                | 12        | 7          |             |           | 19        | 8         |             |           |                 |           |
| 09:45          |                | 6         | 3          | 52          | 20        | 29        | 4         | 92          | 30        | 144             | 50        |
| 10:00          |                | 15        | 5          |             |           | 25        | 5         |             |           |                 |           |
| 10:15          |                | 9         | 7          |             |           | 16        | 9         |             |           |                 |           |
| 10:30          |                | 18        | 1          |             |           | 23        | 3         |             |           |                 |           |
| 10:45          |                | 8         | 2          | 50          | 15        | 15        | 5         | 79          | 22        | 129             | 37        |
| 11:00          |                | 13        | 1          |             |           | 31        | 3         |             |           |                 |           |
| 11:15          |                | 13        | 3          |             |           | 16        | 3         |             |           |                 |           |
| 11:30          |                | 12        | 4          |             |           | 21        | 3         |             |           |                 |           |
| 11:45          |                | 19        | 5          | 57          | 13        | 30        | 1         | 98          | 10        | 155             | 23        |
| Total          |                | 440       | 1501       | 440         | 1501      | 680       | 1051      | 680         | 1051      | 1120            | 2552      |
| Combined Total |                | 1941      |            | 1941        |           | 1731      |           | 1731        |           | 3672            |           |
| AM Peak        | -              | 07:30     | -          | -           | -         | 07:15     | -         | -           | -         | -               | -         |
| Vol.           | -              | 112       | -          | -           | -         | 125       | -         | -           | -         | -               | -         |
| P.H.F.         |                | 0.903     |            |             |           | 0.919     |           |             |           |                 |           |
| PM Peak        | -              | -         | 04:15      | -           | -         | -         | 04:00     | -           | -         | -               | -         |
| Vol.           | -              | -         | 372        | -           | -         | -         | 175       | -           | -         | -               | -         |
| P.H.F.         |                |           | 0.830      |             |           |           | 0.781     |             |           |                 |           |
| Percentage     |                | 22.7%     | 77.3%      |             |           | 39.3%     | 60.7%     |             |           |                 |           |
| ADT/AADT       |                | ADT 3,672 | AADT 3,672 |             |           |           |           |             |           |                 |           |



# Counts Unlimited, Inc.

City of Corona  
Rimpau Avenue  
N/ 6th Street  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: 951-268-6268  
email: counts@countsunlimited.com

COR007  
Site Code: 999-26153

| Start Time     | 2/26/2026<br>Thu | Northbound |            | Hour Totals |           | Southbound |           | Hour Totals |           | Combined Totals |           |
|----------------|------------------|------------|------------|-------------|-----------|------------|-----------|-------------|-----------|-----------------|-----------|
|                |                  | Morning    | Afternoon  | Morning     | Afternoon | Morning    | Afternoon | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |                  | 3          | 23         |             |           | 0          | 19        |             |           |                 |           |
| 12:15          |                  | 0          | 19         |             |           | 0          | 9         |             |           |                 |           |
| 12:30          |                  | 1          | 33         |             |           | 0          | 18        |             |           |                 |           |
| 12:45          |                  | 1          | 33         | 5           | 108       | 1          | 23        | 1           | 69        | 6               | 177       |
| 01:00          |                  | 0          | 25         |             |           | 3          | 21        |             |           |                 |           |
| 01:15          |                  | 1          | 40         |             |           | 1          | 22        |             |           |                 |           |
| 01:30          |                  | 0          | 16         |             |           | 2          | 19        |             |           |                 |           |
| 01:45          |                  | 0          | 39         | 1           | 120       | 0          | 36        | 6           | 98        | 7               | 218       |
| 02:00          |                  | 4          | 36         |             |           | 2          | 40        |             |           |                 |           |
| 02:15          |                  | 3          | 40         |             |           | 1          | 41        |             |           |                 |           |
| 02:30          |                  | 0          | 52         |             |           | 1          | 51        |             |           |                 |           |
| 02:45          |                  | 0          | 46         | 7           | 174       | 1          | 56        | 5           | 188       | 12              | 362       |
| 03:00          |                  | 2          | 35         |             |           | 0          | 54        |             |           |                 |           |
| 03:15          |                  | 2          | 30         |             |           | 0          | 87        |             |           |                 |           |
| 03:30          |                  | 1          | 40         |             |           | 5          | 79        |             |           |                 |           |
| 03:45          |                  | 3          | 45         | 8           | 150       | 2          | 82        | 7           | 302       | 15              | 452       |
| 04:00          |                  | 1          | 51         |             |           | 3          | 86        |             |           |                 |           |
| 04:15          |                  | 1          | 31         |             |           | 3          | 127       |             |           |                 |           |
| 04:30          |                  | 10         | 37         |             |           | 3          | 128       |             |           |                 |           |
| 04:45          |                  | 14         | 75         | 26          | 194       | 11         | 107       | 20          | 448       | 46              | 642       |
| 05:00          |                  | 6          | 42         |             |           | 6          | 96        |             |           |                 |           |
| 05:15          |                  | 15         | 67         |             |           | 13         | 86        |             |           |                 |           |
| 05:30          |                  | 14         | 33         |             |           | 6          | 50        |             |           |                 |           |
| 05:45          |                  | 22         | 29         | 57          | 171       | 9          | 90        | 34          | 322       | 91              | 493       |
| 06:00          |                  | 19         | 24         |             |           | 11         | 42        |             |           |                 |           |
| 06:15          |                  | 12         | 29         |             |           | 3          | 42        |             |           |                 |           |
| 06:30          |                  | 16         | 13         |             |           | 7          | 33        |             |           |                 |           |
| 06:45          |                  | 25         | 6          | 72          | 72        | 14         | 20        | 35          | 137       | 107             | 209       |
| 07:00          |                  | 22         | 25         |             |           | 12         | 17        |             |           |                 |           |
| 07:15          |                  | 25         | 12         |             |           | 20         | 15        |             |           |                 |           |
| 07:30          |                  | 40         | 14         |             |           | 30         | 12        |             |           |                 |           |
| 07:45          |                  | 45         | 19         | 132         | 70        | 36         | 11        | 98          | 55        | 230             | 125       |
| 08:00          |                  | 27         | 8          |             |           | 33         | 13        |             |           |                 |           |
| 08:15          |                  | 35         | 9          |             |           | 35         | 8         |             |           |                 |           |
| 08:30          |                  | 34         | 12         |             |           | 23         | 12        |             |           |                 |           |
| 08:45          |                  | 21         | 12         | 117         | 41        | 15         | 11        | 106         | 44        | 223             | 85        |
| 09:00          |                  | 27         | 12         |             |           | 12         | 7         |             |           |                 |           |
| 09:15          |                  | 19         | 13         |             |           | 13         | 8         |             |           |                 |           |
| 09:30          |                  | 20         | 7          |             |           | 19         | 7         |             |           |                 |           |
| 09:45          |                  | 34         | 5          | 100         | 37        | 12         | 2         | 56          | 24        | 156             | 61        |
| 10:00          |                  | 24         | 7          |             |           | 14         | 4         |             |           |                 |           |
| 10:15          |                  | 19         | 11         |             |           | 14         | 6         |             |           |                 |           |
| 10:30          |                  | 24         | 8          |             |           | 19         | 2         |             |           |                 |           |
| 10:45          |                  | 22         | 3          | 89          | 29        | 13         | 1         | 60          | 13        | 149             | 42        |
| 11:00          |                  | 32         | 4          |             |           | 13         | 2         |             |           |                 |           |
| 11:15          |                  | 18         | 1          |             |           | 14         | 2         |             |           |                 |           |
| 11:30          |                  | 28         | 3          |             |           | 20         | 3         |             |           |                 |           |
| 11:45          |                  | 28         | 1          | 106         | 9         | 14         | 3         | 61          | 10        | 167             | 19        |
| Total          |                  | 720        | 1175       | 720         | 1175      | 489        | 1710      | 489         | 1710      | 1209            | 2885      |
| Combined Total |                  | 1895       |            | 1895        |           | 2199       |           | 2199        |           | 4094            |           |
| AM Peak        | -                | 07:30      | -          | -           | -         | 07:30      | -         | -           | -         | -               | -         |
| Vol.           | -                | 147        | -          | -           | -         | 134        | -         | -           | -         | -               | -         |
| P.H.F.         |                  | 0.817      |            |             |           | 0.931      |           |             |           |                 |           |
| PM Peak        | -                | -          | 04:30      | -           | -         | -          | 04:15     | -           | -         | -               | -         |
| Vol.           | -                | -          | 221        | -           | -         | -          | 458       | -           | -         | -               | -         |
| P.H.F.         |                  |            | 0.737      |             |           |            | 0.895     |             |           |                 |           |
| Percentage     |                  | 38.0%      | 62.0%      |             |           | 22.2%      | 77.8%     |             |           |                 |           |
| ADT/AADT       |                  | ADT 4,094  | AADT 4,094 |             |           |            |           |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
Rimpau Avenue  
S/ 6th Street  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: 951-268-6268  
email: counts@countsunlimited.com

COR010  
Site Code: 999-26153

| Start Time     | 2/26/2026<br>Thu | Northbound |            | Hour Totals |           | Southbound |           | Hour Totals |           | Combined Totals |           |
|----------------|------------------|------------|------------|-------------|-----------|------------|-----------|-------------|-----------|-----------------|-----------|
|                |                  | Morning    | Afternoon  | Morning     | Afternoon | Morning    | Afternoon | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |                  | 7          | 84         |             |           | 8          | 55        |             |           |                 |           |
| 12:15          |                  | 3          | 74         |             |           | 10         | 39        |             |           |                 |           |
| 12:30          |                  | 4          | 90         |             |           | 4          | 44        |             |           |                 |           |
| 12:45          |                  | 1          | 80         | 15          | 328       | 11         | 50        | 33          | 188       | 48              | 516       |
| 01:00          |                  | 5          | 83         |             |           | 3          | 58        |             |           |                 |           |
| 01:15          |                  | 2          | 89         |             |           | 2          | 56        |             |           |                 |           |
| 01:30          |                  | 4          | 68         |             |           | 5          | 67        |             |           |                 |           |
| 01:45          |                  | 3          | 87         | 14          | 327       | 3          | 77        | 13          | 258       | 27              | 585       |
| 02:00          |                  | 6          | 83         |             |           | 5          | 86        |             |           |                 |           |
| 02:15          |                  | 1          | 116        |             |           | 3          | 55        |             |           |                 |           |
| 02:30          |                  | 0          | 103        |             |           | 3          | 87        |             |           |                 |           |
| 02:45          |                  | 3          | 113        | 10          | 415       | 6          | 108       | 17          | 336       | 27              | 751       |
| 03:00          |                  | 10         | 112        |             |           | 1          | 84        |             |           |                 |           |
| 03:15          |                  | 7          | 124        |             |           | 1          | 110       |             |           |                 |           |
| 03:30          |                  | 13         | 115        |             |           | 6          | 126       |             |           |                 |           |
| 03:45          |                  | 9          | 139        | 39          | 490       | 8          | 103       | 16          | 423       | 55              | 913       |
| 04:00          |                  | 12         | 159        |             |           | 4          | 99        |             |           |                 |           |
| 04:15          |                  | 23         | 130        |             |           | 10         | 93        |             |           |                 |           |
| 04:30          |                  | 32         | 106        |             |           | 6          | 129       |             |           |                 |           |
| 04:45          |                  | 44         | 105        | 111         | 500       | 9          | 135       | 29          | 456       | 140             | 956       |
| 05:00          |                  | 36         | 118        |             |           | 21         | 123       |             |           |                 |           |
| 05:15          |                  | 33         | 119        |             |           | 16         | 109       |             |           |                 |           |
| 05:30          |                  | 41         | 115        |             |           | 20         | 90        |             |           |                 |           |
| 05:45          |                  | 58         | 93         | 168         | 445       | 19         | 113       | 76          | 435       | 244             | 880       |
| 06:00          |                  | 43         | 77         |             |           | 23         | 68        |             |           |                 |           |
| 06:15          |                  | 33         | 76         |             |           | 14         | 73        |             |           |                 |           |
| 06:30          |                  | 43         | 60         |             |           | 22         | 59        |             |           |                 |           |
| 06:45          |                  | 47         | 50         | 166         | 263       | 35         | 52        | 94          | 252       | 260             | 515       |
| 07:00          |                  | 68         | 51         |             |           | 29         | 52        |             |           |                 |           |
| 07:15          |                  | 75         | 50         |             |           | 50         | 52        |             |           |                 |           |
| 07:30          |                  | 75         | 49         |             |           | 73         | 36        |             |           |                 |           |
| 07:45          |                  | 112        | 38         | 330         | 188       | 86         | 29        | 238         | 169       | 568             | 357       |
| 08:00          |                  | 76         | 33         |             |           | 89         | 39        |             |           |                 |           |
| 08:15          |                  | 99         | 44         |             |           | 75         | 32        |             |           |                 |           |
| 08:30          |                  | 99         | 32         |             |           | 43         | 41        |             |           |                 |           |
| 08:45          |                  | 90         | 22         | 364         | 131       | 35         | 34        | 242         | 146       | 606             | 277       |
| 09:00          |                  | 76         | 30         |             |           | 47         | 25        |             |           |                 |           |
| 09:15          |                  | 70         | 18         |             |           | 40         | 38        |             |           |                 |           |
| 09:30          |                  | 93         | 20         |             |           | 42         | 19        |             |           |                 |           |
| 09:45          |                  | 78         | 22         | 317         | 90        | 56         | 21        | 185         | 103       | 502             | 193       |
| 10:00          |                  | 62         | 17         |             |           | 45         | 16        |             |           |                 |           |
| 10:15          |                  | 63         | 17         |             |           | 48         | 20        |             |           |                 |           |
| 10:30          |                  | 70         | 15         |             |           | 42         | 10        |             |           |                 |           |
| 10:45          |                  | 66         | 11         | 261         | 60        | 44         | 12        | 179         | 58        | 440             | 118       |
| 11:00          |                  | 95         | 4          |             |           | 57         | 6         |             |           |                 |           |
| 11:15          |                  | 71         | 6          |             |           | 47         | 6         |             |           |                 |           |
| 11:30          |                  | 62         | 14         |             |           | 38         | 11        |             |           |                 |           |
| 11:45          |                  | 83         | 5          | 311         | 29        | 40         | 7         | 182         | 30        | 493             | 59        |
| Total          |                  | 2106       | 3266       | 2106        | 3266      | 1304       | 2854      | 1304        | 2854      | 3410            | 6120      |
| Combined Total |                  | 5372       |            | 5372        |           | 4158       |           | 4158        |           | 9530            |           |
| AM Peak        | -                | 07:45      | -          | -           | -         | 07:30      | -         | -           | -         | -               | -         |
| Vol.           | -                | 386        | -          | -           | -         | 323        | -         | -           | -         | -               | -         |
| P.H.F.         |                  | 0.862      |            |             |           | 0.907      |           |             |           |                 |           |
| PM Peak        | -                | -          | 03:30      | -           | -         | -          | 04:30     | -           | -         | -               | -         |
| Vol.           | -                | -          | 543        | -           | -         | -          | 496       | -           | -         | -               | -         |
| P.H.F.         |                  |            | 0.854      |             |           |            | 0.919     |             |           |                 |           |
| Percentage     |                  | 39.2%      | 60.8%      |             |           | 31.4%      | 68.6%     |             |           |                 |           |
| ADT/AADT       |                  | ADT 9,530  | AADT 9,530 |             |           |            |           |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
3rd Street  
W/ East Grand Boulevard  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
(951) 268-6268  
email: counts@countsunlimited.com

COR009S  
Site Code: 999-26153

| Start Time     | 2/28/26 Sat | Eastbound |           | Hour Totals |           | Westbound |           | Hour Totals |           | Combined Totals |           |
|----------------|-------------|-----------|-----------|-------------|-----------|-----------|-----------|-------------|-----------|-----------------|-----------|
|                |             | Morning   | Afternoon | Morning     | Afternoon | Morning   | Afternoon | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |             | 4         | 29        |             |           | 5         | 18        |             |           |                 |           |
| 12:15          |             | 3         | 11        |             |           | 4         | 25        |             |           |                 |           |
| 12:30          |             | 2         | 19        |             |           | 2         | 20        |             |           |                 |           |
| 12:45          |             | 2         | 18        | 11          | 77        | 2         | 22        | 13          | 85        | 24              | 162       |
| 01:00          |             | 1         | 29        |             |           | 1         | 15        |             |           |                 |           |
| 01:15          |             | 0         | 18        |             |           | 3         | 20        |             |           |                 |           |
| 01:30          |             | 2         | 20        |             |           | 3         | 15        |             |           |                 |           |
| 01:45          |             | 1         | 19        | 4           | 86        | 0         | 28        | 7           | 78        | 11              | 164       |
| 02:00          |             | 2         | 13        |             |           | 1         | 23        |             |           |                 |           |
| 02:15          |             | 3         | 17        |             |           | 0         | 22        |             |           |                 |           |
| 02:30          |             | 3         | 19        |             |           | 3         | 18        |             |           |                 |           |
| 02:45          |             | 3         | 13        | 11          | 62        | 0         | 25        | 4           | 88        | 15              | 150       |
| 03:00          |             | 0         | 17        |             |           | 0         | 21        |             |           |                 |           |
| 03:15          |             | 2         | 17        |             |           | 3         | 14        |             |           |                 |           |
| 03:30          |             | 5         | 26        |             |           | 2         | 19        |             |           |                 |           |
| 03:45          |             | 0         | 11        | 7           | 71        | 1         | 22        | 6           | 76        | 13              | 147       |
| 04:00          |             | 1         | 13        |             |           | 5         | 18        |             |           |                 |           |
| 04:15          |             | 4         | 33        |             |           | 4         | 23        |             |           |                 |           |
| 04:30          |             | 5         | 22        |             |           | 5         | 16        |             |           |                 |           |
| 04:45          |             | 4         | 20        | 14          | 88        | 4         | 21        | 18          | 78        | 32              | 166       |
| 05:00          |             | 3         | 19        |             |           | 7         | 27        |             |           |                 |           |
| 05:15          |             | 6         | 20        |             |           | 6         | 25        |             |           |                 |           |
| 05:30          |             | 8         | 19        |             |           | 5         | 14        |             |           |                 |           |
| 05:45          |             | 1         | 11        | 18          | 69        | 9         | 15        | 27          | 81        | 45              | 150       |
| 06:00          |             | 2         | 23        |             |           | 7         | 15        |             |           |                 |           |
| 06:15          |             | 4         | 17        |             |           | 7         | 16        |             |           |                 |           |
| 06:30          |             | 5         | 16        |             |           | 4         | 18        |             |           |                 |           |
| 06:45          |             | 3         | 18        | 14          | 74        | 12        | 18        | 30          | 67        | 44              | 141       |
| 07:00          |             | 7         | 17        |             |           | 11        | 22        |             |           |                 |           |
| 07:15          |             | 8         | 12        |             |           | 18        | 11        |             |           |                 |           |
| 07:30          |             | 10        | 18        |             |           | 10        | 10        |             |           |                 |           |
| 07:45          |             | 11        | 11        | 36          | 58        | 17        | 8         | 56          | 51        | 92              | 109       |
| 08:00          |             | 14        | 15        |             |           | 12        | 16        |             |           |                 |           |
| 08:15          |             | 16        | 10        |             |           | 16        | 9         |             |           |                 |           |
| 08:30          |             | 8         | 10        |             |           | 15        | 7         |             |           |                 |           |
| 08:45          |             | 12        | 9         | 50          | 44        | 12        | 16        | 55          | 48        | 105             | 92        |
| 09:00          |             | 16        | 4         |             |           | 18        | 11        |             |           |                 |           |
| 09:15          |             | 12        | 12        |             |           | 23        | 10        |             |           |                 |           |
| 09:30          |             | 19        | 14        |             |           | 13        | 5         |             |           |                 |           |
| 09:45          |             | 12        | 9         | 59          | 39        | 33        | 10        | 87          | 36        | 146             | 75        |
| 10:00          |             | 16        | 7         |             |           | 14        | 6         |             |           |                 |           |
| 10:15          |             | 20        | 10        |             |           | 19        | 8         |             |           |                 |           |
| 10:30          |             | 12        | 7         |             |           | 26        | 3         |             |           |                 |           |
| 10:45          |             | 17        | 4         | 65          | 28        | 22        | 6         | 81          | 23        | 146             | 51        |
| 11:00          |             | 21        | 11        |             |           | 26        | 4         |             |           |                 |           |
| 11:15          |             | 27        | 5         |             |           | 15        | 6         |             |           |                 |           |
| 11:30          |             | 14        | 9         |             |           | 19        | 4         |             |           |                 |           |
| 11:45          |             | 18        | 11        | 80          | 36        | 18        | 2         | 78          | 16        | 158             | 52        |
| Total          |             | 369       | 732       | 369         | 732       | 462       | 727       | 462         | 727       | 831             | 1459      |
| Combined Total |             | 1101      |           | 1101        |           | 1189      |           | 1189        |           | 2290            |           |
| AM Peak        | -           | 11:00     | -         | -           | -         | 10:15     | -         | -           | -         | -               | -         |
| Vol.           | -           | 80        | -         | -           | -         | 93        | -         | -           | -         | -               | -         |
| P.H.F.         |             | 0.741     |           |             |           | 0.894     |           |             |           |                 |           |
| PM Peak        | -           | -         | 04:15     | -           | -         | -         | 01:45     | -           | -         | -               | -         |
| Vol.           | -           | -         | 94        | -           | -         | -         | 91        | -           | -         | -               | -         |
| P.H.F.         |             |           | 0.712     |             |           |           | 0.813     |             |           |                 |           |
| Percentage     |             | 33.5%     | 66.5%     |             |           | 38.9%     | 61.1%     |             |           |                 |           |
| ADT/AADT       |             | ADT 2,290 |           | AADT 2,290  |           |           |           |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
6th Street  
B/ East Grand Boulevard - Rimpau Avenue  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: 951-268-6268  
email: counts@countsunlimited.com

COR002S  
Site Code: 999-26153

| Start Time     | 2/28/2026 Sat | Eastbound  |             | Hour Totals |           | Westbound  |            | Hour Totals |           | Combined Totals |           |
|----------------|---------------|------------|-------------|-------------|-----------|------------|------------|-------------|-----------|-----------------|-----------|
|                |               | Morning    | Afternoon   | Morning     | Afternoon | Morning    | Afternoon  | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |               | 24         | <b>157</b>  |             |           | 27         | 186        |             |           |                 |           |
| 12:15          |               | 24         | <b>159</b>  |             |           | 23         | 176        |             |           |                 |           |
| 12:30          |               | 11         | <b>146</b>  |             |           | 13         | 183        |             |           |                 |           |
| 12:45          |               | 16         | <b>144</b>  | 75          | 606       | 12         | 184        | 75          | 729       | 150             | 1335      |
| 01:00          |               | 8          | 148         |             |           | 3          | <b>206</b> |             |           |                 |           |
| 01:15          |               | 16         | 152         |             |           | 11         | <b>166</b> |             |           |                 |           |
| 01:30          |               | 15         | 154         |             |           | 13         | <b>193</b> |             |           |                 |           |
| 01:45          |               | 7          | 147         | 46          | 601       | 15         | <b>213</b> | 42          | 778       | 88              | 1379      |
| 02:00          |               | 12         | 136         |             |           | 6          | 160        |             |           |                 |           |
| 02:15          |               | 7          | 159         |             |           | 11         | 188        |             |           |                 |           |
| 02:30          |               | 8          | 153         |             |           | 10         | 191        |             |           |                 |           |
| 02:45          |               | 16         | 123         | 43          | 571       | 9          | 200        | 36          | 739       | 79              | 1310      |
| 03:00          |               | 23         | 128         |             |           | 16         | 174        |             |           |                 |           |
| 03:15          |               | 19         | 125         |             |           | 7          | 162        |             |           |                 |           |
| 03:30          |               | 25         | 109         |             |           | 47         | 193        |             |           |                 |           |
| 03:45          |               | 23         | 127         | 90          | 489       | 42         | 147        | 112         | 676       | 202             | 1165      |
| 04:00          |               | 15         | 113         |             |           | 43         | 143        |             |           |                 |           |
| 04:15          |               | 18         | 112         |             |           | 58         | 122        |             |           |                 |           |
| 04:30          |               | 17         | 99          |             |           | 36         | 136        |             |           |                 |           |
| 04:45          |               | 43         | 118         | 93          | 442       | 39         | 143        | 176         | 544       | 269             | 986       |
| 05:00          |               | 43         | 104         |             |           | 38         | 156        |             |           |                 |           |
| 05:15          |               | 42         | 129         |             |           | 63         | 154        |             |           |                 |           |
| 05:30          |               | 36         | 119         |             |           | 87         | 173        |             |           |                 |           |
| 05:45          |               | 36         | 119         | 157         | 471       | 65         | 169        | 253         | 652       | 410             | 1123      |
| 06:00          |               | 36         | 106         |             |           | 67         | 134        |             |           |                 |           |
| 06:15          |               | 39         | 132         |             |           | 49         | 135        |             |           |                 |           |
| 06:30          |               | 39         | 120         |             |           | 51         | 145        |             |           |                 |           |
| 06:45          |               | 65         | 113         | 179         | 471       | 78         | 127        | 245         | 541       | 424             | 1012      |
| 07:00          |               | 59         | 47          |             |           | 56         | 150        |             |           |                 |           |
| 07:15          |               | 57         | 79          |             |           | 73         | 108        |             |           |                 |           |
| 07:30          |               | 57         | 85          |             |           | 79         | 79         |             |           |                 |           |
| 07:45          |               | 88         | 76          | 261         | 287       | 87         | 76         | 295         | 413       | 556             | 700       |
| 08:00          |               | 82         | 98          |             |           | 104        | 86         |             |           |                 |           |
| 08:15          |               | 105        | 65          |             |           | 98         | 68         |             |           |                 |           |
| 08:30          |               | 83         | 57          |             |           | 131        | 65         |             |           |                 |           |
| 08:45          |               | 111        | 78          | 381         | 298       | 161        | 70         | 494         | 289       | 875             | 587       |
| 09:00          |               | 90         | 65          |             |           | 120        | 74         |             |           |                 |           |
| 09:15          |               | 123        | 65          |             |           | 171        | 48         |             |           |                 |           |
| 09:30          |               | 126        | 52          |             |           | 138        | 56         |             |           |                 |           |
| 09:45          |               | 153        | 54          | 492         | 236       | 143        | 51         | 572         | 229       | 1064            | 465       |
| 10:00          |               | 117        | 41          |             |           | 166        | 60         |             |           |                 |           |
| 10:15          |               | 133        | 35          |             |           | 168        | 53         |             |           |                 |           |
| 10:30          |               | 152        | 32          |             |           | 171        | 32         |             |           |                 |           |
| 10:45          |               | 126        | 32          | 528         | 140       | 167        | 35         | 672         | 180       | 1200            | 320       |
| 11:00          |               | <b>141</b> | 27          |             |           | <b>191</b> | 27         |             |           |                 |           |
| 11:15          |               | <b>149</b> | 24          |             |           | <b>229</b> | 40         |             |           |                 |           |
| 11:30          |               | <b>160</b> | 28          |             |           | <b>206</b> | 29         |             |           |                 |           |
| 11:45          |               | <b>132</b> | 16          | 582         | 95        | <b>174</b> | 27         | 800         | 123       | 1382            | 218       |
| Total          |               | 2927       | 4707        | 2927        | 4707      | 3772       | 5893       | 3772        | 5893      | 6699            | 10600     |
| Combined Total |               | 7634       |             | 7634        |           | 9665       |            | 9665        |           | 17299           |           |
| AM Peak        | -             | 11:00      | -           | -           | -         | 11:00      | -          | -           | -         | -               | -         |
| Vol.           | -             | 582        | -           | -           | -         | 800        | -          | -           | -         | -               | -         |
| P.H.F.         |               | 0.909      |             |             |           | 0.873      |            |             |           |                 |           |
| PM Peak        | -             | -          | 12:00       | -           | -         | -          | 01:00      | -           | -         | -               | -         |
| Vol.           | -             | -          | 606         | -           | -         | -          | 778        | -           | -         | -               | -         |
| P.H.F.         |               |            | 0.953       |             |           |            | 0.913      |             |           |                 |           |
| Percentage     |               | 38.3%      | 61.7%       |             |           | 39.0%      | 61.0%      |             |           |                 |           |
| ADT/AADT       |               | ADT 17,299 | AADT 17,299 |             |           |            |            |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
6th Street  
E/ East Grand Boulevard  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: 951-268-6268  
email: counts@countsunlimited.com

COR003S  
Site Code: 999-26153

| Start Time     | 2/28/2026 Sat | Eastbound  |             | Hour Totals |           | Westbound  |            | Hour Totals |           | Combined Totals |           |
|----------------|---------------|------------|-------------|-------------|-----------|------------|------------|-------------|-----------|-----------------|-----------|
|                |               | Morning    | Afternoon   | Morning     | Afternoon | Morning    | Afternoon  | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |               | 17         | 149         |             |           | 24         | 115        |             |           |                 |           |
| 12:15          |               | 16         | 126         |             |           | 20         | 108        |             |           |                 |           |
| 12:30          |               | 10         | <b>146</b>  |             |           | 17         | 100        |             |           |                 |           |
| 12:45          |               | 10         | <b>151</b>  | 53          | 572       | 18         | <b>118</b> | 79          | 441       | 132             | 1013      |
| 01:00          |               | 3          | <b>156</b>  |             |           | 20         | <b>119</b> |             |           |                 |           |
| 01:15          |               | 10         | <b>135</b>  |             |           | 12         | <b>102</b> |             |           |                 |           |
| 01:30          |               | 14         | 135         |             |           | 8          | <b>118</b> |             |           |                 |           |
| 01:45          |               | 12         | 156         | 39          | 582       | 12         | 96         | 52          | 435       | 91              | 1017      |
| 02:00          |               | 12         | 131         |             |           | 12         | 121        |             |           |                 |           |
| 02:15          |               | 8          | 120         |             |           | 7          | 94         |             |           |                 |           |
| 02:30          |               | 10         | 145         |             |           | 8          | 113        |             |           |                 |           |
| 02:45          |               | 4          | 142         | 34          | 538       | 11         | 102        | 38          | 430       | 72              | 968       |
| 03:00          |               | 9          | 124         |             |           | 6          | 82         |             |           |                 |           |
| 03:15          |               | 9          | 109         |             |           | 3          | 94         |             |           |                 |           |
| 03:30          |               | 39         | 132         |             |           | 18         | 83         |             |           |                 |           |
| 03:45          |               | 46         | 101         | 103         | 466       | 9          | 105        | 36          | 364       | 139             | 830       |
| 04:00          |               | 48         | 107         |             |           | 14         | 84         |             |           |                 |           |
| 04:15          |               | 60         | 103         |             |           | 7          | 90         |             |           |                 |           |
| 04:30          |               | 43         | 116         |             |           | 6          | 80         |             |           |                 |           |
| 04:45          |               | 44         | 106         | 195         | 432       | 21         | 112        | 48          | 366       | 243             | 798       |
| 05:00          |               | 29         | 109         |             |           | 23         | 80         |             |           |                 |           |
| 05:15          |               | 65         | 103         |             |           | 14         | 95         |             |           |                 |           |
| 05:30          |               | 68         | 82          |             |           | 19         | 91         |             |           |                 |           |
| 05:45          |               | 78         | 103         | 240         | 397       | 23         | 74         | 79          | 340       | 319             | 737       |
| 06:00          |               | 55         | 108         |             |           | 15         | 88         |             |           |                 |           |
| 06:15          |               | 54         | 111         |             |           | 27         | 85         |             |           |                 |           |
| 06:30          |               | 45         | 109         |             |           | 16         | 88         |             |           |                 |           |
| 06:45          |               | 45         | 93          | 199         | 421       | 35         | 73         | 93          | 334       | 292             | 755       |
| 07:00          |               | 48         | 112         |             |           | 20         | 68         |             |           |                 |           |
| 07:15          |               | 74         | 101         |             |           | 34         | 70         |             |           |                 |           |
| 07:30          |               | 82         | 72          |             |           | 48         | 62         |             |           |                 |           |
| 07:45          |               | 72         | 59          | 276         | 344       | 62         | 63         | 164         | 263       | 440             | 607       |
| 08:00          |               | 74         | 78          |             |           | 53         | 50         |             |           |                 |           |
| 08:15          |               | 82         | 46          |             |           | 70         | 47         |             |           |                 |           |
| 08:30          |               | 102        | 41          |             |           | 61         | 48         |             |           |                 |           |
| 08:45          |               | 117        | 52          | 375         | 217       | 90         | 47         | 274         | 192       | 649             | 409       |
| 09:00          |               | 88         | 51          |             |           | 87         | 54         |             |           |                 |           |
| 09:15          |               | 117        | 40          |             |           | 84         | 43         |             |           |                 |           |
| 09:30          |               | 108        | 45          |             |           | 82         | 41         |             |           |                 |           |
| 09:45          |               | 114        | 42          | 427         | 178       | 109        | 39         | 362         | 177       | 789             | 355       |
| 10:00          |               | 135        | 35          |             |           | 94         | 36         |             |           |                 |           |
| 10:15          |               | 145        | 40          |             |           | 101        | 43         |             |           |                 |           |
| 10:30          |               | 151        | 26          |             |           | 88         | 32         |             |           |                 |           |
| 10:45          |               | <b>143</b> | 22          | 574         | 123       | 85         | 27         | 368         | 138       | 942             | 261       |
| 11:00          |               | <b>140</b> | 31          |             |           | <b>111</b> | 28         |             |           |                 |           |
| 11:15          |               | <b>164</b> | 35          |             |           | <b>115</b> | 24         |             |           |                 |           |
| 11:30          |               | <b>164</b> | 21          |             |           | <b>93</b>  | 32         |             |           |                 |           |
| 11:45          |               | 122        | 29          | 590         | 116       | <b>118</b> | 20         | 437         | 104       | 1027            | 220       |
| Total          |               | 3105       | 4386        | 3105        | 4386      | 2030       | 3584       | 2030        | 3584      | 5135            | 7970      |
| Combined Total |               | 7491       |             | 7491        |           | 5614       |            | 5614        |           | 13105           |           |
| AM Peak        | -             | 10:45      | -           | -           | -         | 11:00      | -          | -           | -         | -               | -         |
| Vol.           | -             | 611        | -           | -           | -         | 437        | -          | -           | -         | -               | -         |
| P.H.F.         |               | 0.931      |             |             |           | 0.926      |            |             |           |                 |           |
| PM Peak        | -             | -          | 00:30       | -           | -         | -          | 00:45      | -           | -         | -               | -         |
| Vol.           | -             | -          | 588         | -           | -         | -          | 457        | -           | -         | -               | -         |
| P.H.F.         |               |            | 0.942       |             |           |            | 0.960      |             |           |                 |           |
| Percentage     |               | 41.4%      | 58.6%       |             |           | 36.2%      | 63.8%      |             |           |                 |           |
| ADT/AADT       |               | ADT 13,105 | AADT 13,105 |             |           |            |            |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
6th Street  
E/ Rimpau Avenue  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: 951-268-6268  
email: counts@countsunlimited.com

COR012S  
Site Code: 999-26153

| Start Time     | 2/28/2026 Sat | Eastbound  |             | Hour Totals |           | Westbound  |            | Hour Totals |           | Combined Totals |           |
|----------------|---------------|------------|-------------|-------------|-----------|------------|------------|-------------|-----------|-----------------|-----------|
|                |               | Morning    | Afternoon   | Morning     | Afternoon | Morning    | Afternoon  | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |               | 20         | 150         |             |           | 24         | 168        |             |           |                 |           |
| 12:15          |               | 19         | 160         |             |           | 18         | 159        |             |           |                 |           |
| 12:30          |               | 11         | 122         |             |           | 7          | 178        |             |           |                 |           |
| 12:45          |               | 17         | 137         | 67          | 569       | 10         | 148        | 59          | 653       | 126             | 1222      |
| 01:00          |               | 10         | <b>159</b>  |             |           | 3          | 197        |             |           |                 |           |
| 01:15          |               | 14         | <b>155</b>  |             |           | 11         | 140        |             |           |                 |           |
| 01:30          |               | 11         | <b>152</b>  |             |           | 15         | 177        |             |           |                 |           |
| 01:45          |               | 5          | <b>159</b>  | 40          | 625       | 13         | 190        | 42          | 704       | 82              | 1329      |
| 02:00          |               | 11         | 114         |             |           | 5          | 159        |             |           |                 |           |
| 02:15          |               | 6          | 148         |             |           | 9          | <b>186</b> |             |           |                 |           |
| 02:30          |               | 7          | 151         |             |           | 12         | <b>178</b> |             |           |                 |           |
| 02:45          |               | 11         | 110         | 35          | 523       | 8          | <b>176</b> | 34          | 699       | 69              | 1222      |
| 03:00          |               | 20         | 116         |             |           | 9          | <b>178</b> |             |           |                 |           |
| 03:15          |               | 19         | 114         |             |           | 8          | 135        |             |           |                 |           |
| 03:30          |               | 20         | 99          |             |           | 43         | 170        |             |           |                 |           |
| 03:45          |               | 31         | 120         | 90          | 449       | 38         | 148        | 98          | 631       | 188             | 1080      |
| 04:00          |               | 15         | 100         |             |           | 42         | 132        |             |           |                 |           |
| 04:15          |               | 20         | 114         |             |           | 53         | 120        |             |           |                 |           |
| 04:30          |               | 20         | 86          |             |           | 30         | 131        |             |           |                 |           |
| 04:45          |               | 47         | 124         | 102         | 424       | 35         | 138        | 160         | 521       | 262             | 945       |
| 05:00          |               | 36         | 104         |             |           | 41         | 159        |             |           |                 |           |
| 05:15          |               | 40         | 125         |             |           | 59         | 160        |             |           |                 |           |
| 05:30          |               | 36         | 115         |             |           | 80         | 180        |             |           |                 |           |
| 05:45          |               | 37         | 118         | 149         | 462       | 60         | 140        | 240         | 639       | 389             | 1101      |
| 06:00          |               | 40         | 96          |             |           | 57         | 128        |             |           |                 |           |
| 06:15          |               | 44         | 128         |             |           | 51         | 127        |             |           |                 |           |
| 06:30          |               | 36         | 122         |             |           | 51         | 132        |             |           |                 |           |
| 06:45          |               | 60         | 108         | 180         | 454       | 69         | 120        | 228         | 507       | 408             | 961       |
| 07:00          |               | 63         | 44          |             |           | 52         | 122        |             |           |                 |           |
| 07:15          |               | 49         | 71          |             |           | 56         | 102        |             |           |                 |           |
| 07:30          |               | 61         | 75          |             |           | 71         | 73         |             |           |                 |           |
| 07:45          |               | 84         | 71          | 257         | 261       | 81         | 65         | 260         | 362       | 517             | 623       |
| 08:00          |               | 74         | 82          |             |           | 91         | 79         |             |           |                 |           |
| 08:15          |               | 103        | 61          |             |           | 94         | 64         |             |           |                 |           |
| 08:30          |               | 74         | 47          |             |           | 115        | 61         |             |           |                 |           |
| 08:45          |               | 106        | 58          | 357         | 248       | 126        | 61         | 426         | 265       | 783             | 513       |
| 09:00          |               | 85         | 56          |             |           | 105        | 64         |             |           |                 |           |
| 09:15          |               | 118        | 54          |             |           | 163        | 32         |             |           |                 |           |
| 09:30          |               | 124        | 54          |             |           | 112        | 46         |             |           |                 |           |
| 09:45          |               | 148        | 51          | 475         | 215       | 127        | 46         | 507         | 188       | 982             | 403       |
| 10:00          |               | 113        | 31          |             |           | 158        | 56         |             |           |                 |           |
| 10:15          |               | 127        | 37          |             |           | 160        | 47         |             |           |                 |           |
| 10:30          |               | <b>152</b> | 24          |             |           | 161        | 23         |             |           |                 |           |
| 10:45          |               | <b>140</b> | 28          | 532         | 120       | <b>152</b> | 32         | 631         | 158       | 1163            | 278       |
| 11:00          |               | <b>146</b> | 20          |             |           | <b>181</b> | 22         |             |           |                 |           |
| 11:15          |               | <b>154</b> | 22          |             |           | <b>182</b> | 36         |             |           |                 |           |
| 11:30          |               | 147        | 27          |             |           | <b>194</b> | 26         |             |           |                 |           |
| 11:45          |               | 134        | 18          | 581         | 87        | 146        | 25         | 703         | 109       | 1284            | 196       |
| Total          |               | 2865       | 4437        | 2865        | 4437      | 3388       | 5436       | 3388        | 5436      | 6253            | 9873      |
| Combined Total |               | 7302       |             | 7302        |           | 8824       |            | 8824        |           | 16126           |           |
| AM Peak        | -             | 10:30      | -           | -           | -         | 10:45      | -          | -           | -         | -               | -         |
| Vol.           | -             | 592        | -           | -           | -         | 709        | -          | -           | -         | -               | -         |
| P.H.F.         |               | 0.961      |             |             |           | 0.914      |            |             |           |                 |           |
| PM Peak        | -             | -          | 01:00       | -           | -         | -          | 02:15      | -           | -         | -               | -         |
| Vol.           | -             | -          | 625         | -           | -         | -          | 718        | -           | -         | -               | -         |
| P.H.F.         |               |            | 0.983       |             |           |            | 0.965      |             |           |                 |           |
| Percentage     |               | 39.2%      | 60.8%       |             |           | 38.4%      | 61.6%      |             |           |                 |           |
| ADT/AADT       |               | ADT 16,126 | AADT 16,126 |             |           |            |            |             |           |                 |           |

# Counts Unlimited, Inc.

Page 1

City of Corona  
6th Street  
W/ East Grand Boulevard  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: 951-268-6268  
email: counts@countsunlimited.com

COR001S  
Site Code: 999-26153

| Start Time     | 2/28/2026 Sat | Eastbound  |            | Hour Totals |           | Westbound |            | Hour Totals |           | Combined Totals |           |
|----------------|---------------|------------|------------|-------------|-----------|-----------|------------|-------------|-----------|-----------------|-----------|
|                |               | Morning    | Afternoon  | Morning     | Afternoon | Morning   | Afternoon  | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |               | 13         | <b>105</b> |             |           | 16        | 82         |             |           |                 |           |
| 12:15          |               | 9          | <b>83</b>  |             |           | 14        | <b>88</b>  |             |           |                 |           |
| 12:30          |               | 10         | <b>103</b> |             |           | 12        | <b>91</b>  |             |           |                 |           |
| 12:45          |               | 5          | <b>88</b>  | 37          | 379       | 14        | <b>93</b>  | 56          | 354       | 93              | 733       |
| 01:00          |               | 4          | 76         |             |           | 14        | <b>100</b> |             |           |                 |           |
| 01:15          |               | 11         | 104        |             |           | 12        | 86         |             |           |                 |           |
| 01:30          |               | 12         | 88         |             |           | 4         | 86         |             |           |                 |           |
| 01:45          |               | 3          | 97         | 30          | 365       | 7         | 79         | 37          | 351       | 67              | 716       |
| 02:00          |               | 11         | 80         |             |           | 3         | 89         |             |           |                 |           |
| 02:15          |               | 3          | 83         |             |           | 6         | 86         |             |           |                 |           |
| 02:30          |               | 6          | 94         |             |           | 5         | 86         |             |           |                 |           |
| 02:45          |               | 3          | 95         | 23          | 352       | 6         | 84         | 20          | 345       | 43              | 697       |
| 03:00          |               | 8          | 78         |             |           | 2         | 79         |             |           |                 |           |
| 03:15          |               | 8          | 78         |             |           | 0         | 83         |             |           |                 |           |
| 03:30          |               | 14         | 79         |             |           | 7         | 74         |             |           |                 |           |
| 03:45          |               | 22         | 94         | 52          | 329       | 5         | 90         | 14          | 326       | 66              | 655       |
| 04:00          |               | 17         | 76         |             |           | 5         | 80         |             |           |                 |           |
| 04:15          |               | 20         | 86         |             |           | 5         | 80         |             |           |                 |           |
| 04:30          |               | 18         | 102        |             |           | 6         | 73         |             |           |                 |           |
| 04:45          |               | 18         | 81         | 73          | 345       | 3         | 98         | 19          | 331       | 92              | 676       |
| 05:00          |               | 14         | 79         |             |           | 8         | 73         |             |           |                 |           |
| 05:15          |               | 25         | 66         |             |           | 6         | 75         |             |           |                 |           |
| 05:30          |               | 30         | 67         |             |           | 9         | 93         |             |           |                 |           |
| 05:45          |               | 34         | 75         | 103         | 287       | 15        | 78         | 38          | 319       | 141             | 606       |
| 06:00          |               | 35         | 86         |             |           | 6         | 71         |             |           |                 |           |
| 06:15          |               | 30         | 87         |             |           | 16        | 68         |             |           |                 |           |
| 06:30          |               | 36         | 76         |             |           | 11        | 73         |             |           |                 |           |
| 06:45          |               | 37         | 64         | 138         | 313       | 32        | 60         | 65          | 272       | 203             | 585       |
| 07:00          |               | 38         | 70         |             |           | 17        | 72         |             |           |                 |           |
| 07:15          |               | 54         | 69         |             |           | 22        | 41         |             |           |                 |           |
| 07:30          |               | 56         | 68         |             |           | 35        | 58         |             |           |                 |           |
| 07:45          |               | 66         | 56         | 214         | 263       | 46        | 57         | 120         | 228       | 334             | 491       |
| 08:00          |               | 59         | 76         |             |           | 36        | 53         |             |           |                 |           |
| 08:15          |               | 70         | 47         |             |           | 31        | 49         |             |           |                 |           |
| 08:30          |               | 71         | 43         |             |           | 46        | 47         |             |           |                 |           |
| 08:45          |               | 91         | 40         | 291         | 206       | 69        | 47         | 182         | 196       | 473             | 402       |
| 09:00          |               | 77         | 38         |             |           | 64        | 44         |             |           |                 |           |
| 09:15          |               | 98         | 28         |             |           | 65        | 25         |             |           |                 |           |
| 09:30          |               | 91         | 37         |             |           | 66        | 33         |             |           |                 |           |
| 09:45          |               | 94         | 33         | 360         | 136       | 77        | 35         | 272         | 137       | 632             | 273       |
| 10:00          |               | 93         | 27         |             |           | 66        | 32         |             |           |                 |           |
| 10:15          |               | <b>110</b> | 29         |             |           | 67        | 35         |             |           |                 |           |
| 10:30          |               | <b>135</b> | 25         |             |           | 68        | 21         |             |           |                 |           |
| 10:45          |               | <b>102</b> | 15         | 440         | 96        | 72        | 29         | 273         | 117       | 713             | 213       |
| 11:00          |               | <b>98</b>  | 29         |             |           | <b>87</b> | 23         |             |           |                 |           |
| 11:15          |               | 106        | 25         |             |           | <b>95</b> | 18         |             |           |                 |           |
| 11:30          |               | 109        | 17         |             |           | <b>72</b> | 29         |             |           |                 |           |
| 11:45          |               | 90         | 20         | 403         | 91        | <b>97</b> | 19         | 351         | 89        | 754             | 180       |
| Total          |               | 2164       | 3162       | 2164        | 3162      | 1447      | 3065       | 1447        | 3065      | 3611            | 6227      |
| Combined Total |               | 5326       |            | 5326        |           | 4512      |            | 4512        |           | 9838            |           |
| AM Peak        | -             | 10:15      | -          | -           | -         | 11:00     | -          | -           | -         | -               | -         |
| Vol.           | -             | 445        | -          | -           | -         | 351       | -          | -           | -         | -               | -         |
| P.H.F.         |               | 0.824      |            |             |           | 0.905     |            |             |           |                 |           |
| PM Peak        | -             | -          | 12:00      | -           | -         | -         | 00:15      | -           | -         | -               | -         |
| Vol.           | -             | -          | 379        | -           | -         | -         | 372        | -           | -         | -               | -         |
| P.H.F.         |               |            | 0.902      |             |           |           | 0.930      |             |           |                 |           |
| Percentage     |               | 40.6%      | 59.4%      |             |           | 32.1%     | 67.9%      |             |           |                 |           |
| ADT/AADT       |               | ADT 9,838  | AADT 9,838 |             |           |           |            |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
East Grand Boulevard  
N/ 3rd Street  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
(951) 268-6268  
email: counts@countsunlimited.com

COR008S  
Site Code: 999-26153

| Start Time     | 2/28/26 Sat | Northbound |             | Hour Totals |           | Southbound |            | Hour Totals |           | Combined Totals |           |
|----------------|-------------|------------|-------------|-------------|-----------|------------|------------|-------------|-----------|-----------------|-----------|
|                |             | Morning    | Afternoon   | Morning     | Afternoon | Morning    | Afternoon  | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |             | 19         | 145         |             |           | 21         | 117        |             |           |                 |           |
| 12:15          |             | 10         | 137         |             |           | 20         | 109        |             |           |                 |           |
| 12:30          |             | 12         | <b>160</b>  |             |           | 19         | 106        |             |           |                 |           |
| 12:45          |             | 8          | <b>171</b>  | 49          | 613       | 18         | <b>114</b> | 78          | 446       | 127             | 1059      |
| 01:00          |             | 1          | <b>171</b>  |             |           | 17         | <b>133</b> |             |           |                 |           |
| 01:15          |             | 7          | <b>148</b>  |             |           | 13         | <b>103</b> |             |           |                 |           |
| 01:30          |             | 12         | 159         |             |           | 7          | <b>125</b> |             |           |                 |           |
| 01:45          |             | 11         | 153         | 31          | 631       | 12         | 103        | 49          | 464       | 80              | 1095      |
| 02:00          |             | 7          | 148         |             |           | 15         | 117        |             |           |                 |           |
| 02:15          |             | 9          | 122         |             |           | 9          | 104        |             |           |                 |           |
| 02:30          |             | 10         | 168         |             |           | 8          | 113        |             |           |                 |           |
| 02:45          |             | 3          | 155         | 29          | 593       | 8          | 89         | 40          | 423       | 69              | 1016      |
| 03:00          |             | 10         | 130         |             |           | 5          | 105        |             |           |                 |           |
| 03:15          |             | 10         | 120         |             |           | 3          | 88         |             |           |                 |           |
| 03:30          |             | 39         | 144         |             |           | 16         | 76         |             |           |                 |           |
| 03:45          |             | 44         | 123         | 103         | 517       | 11         | 117        | 35          | 386       | 138             | 903       |
| 04:00          |             | 47         | 109         |             |           | 15         | 89         |             |           |                 |           |
| 04:15          |             | 62         | 111         |             |           | 7          | 89         |             |           |                 |           |
| 04:30          |             | 48         | 127         |             |           | 7          | 81         |             |           |                 |           |
| 04:45          |             | 49         | 109         | 206         | 456       | 21         | 110        | 50          | 369       | 256             | 825       |
| 05:00          |             | 33         | 121         |             |           | 23         | 81         |             |           |                 |           |
| 05:15          |             | 64         | 90          |             |           | 17         | 84         |             |           |                 |           |
| 05:30          |             | 66         | 109         |             |           | 12         | 85         |             |           |                 |           |
| 05:45          |             | 74         | 113         | 237         | 433       | 28         | 81         | 80          | 331       | 317             | 764       |
| 06:00          |             | 60         | 119         |             |           | 21         | 80         |             |           |                 |           |
| 06:15          |             | 54         | 116         |             |           | 20         | 79         |             |           |                 |           |
| 06:30          |             | 44         | 101         |             |           | 16         | 98         |             |           |                 |           |
| 06:45          |             | 47         | 97          | 205         | 433       | 31         | 77         | 88          | 334       | 293             | 767       |
| 07:00          |             | 51         | 113         |             |           | 22         | 77         |             |           |                 |           |
| 07:15          |             | 74         | 104         |             |           | 29         | 56         |             |           |                 |           |
| 07:30          |             | 87         | 68          |             |           | 47         | 48         |             |           |                 |           |
| 07:45          |             | 74         | 64          | 286         | 349       | 67         | 66         | 165         | 247       | 451             | 596       |
| 08:00          |             | 74         | 74          |             |           | 51         | 51         |             |           |                 |           |
| 08:15          |             | 83         | 41          |             |           | 59         | 39         |             |           |                 |           |
| 08:30          |             | 107        | 45          |             |           | 59         | 45         |             |           |                 |           |
| 08:45          |             | 132        | 49          | 396         | 209       | 85         | 52         | 254         | 187       | 650             | 396       |
| 09:00          |             | 98         | 47          |             |           | 79         | 51         |             |           |                 |           |
| 09:15          |             | 121        | 44          |             |           | 80         | 34         |             |           |                 |           |
| 09:30          |             | 111        | 44          |             |           | 86         | 36         |             |           |                 |           |
| 09:45          |             | 110        | 59          | 440         | 194       | 105        | 44         | 350         | 165       | 790             | 359       |
| 10:00          |             | 151        | 41          |             |           | 100        | 32         |             |           |                 |           |
| 10:15          |             | 148        | 38          |             |           | 93         | 32         |             |           |                 |           |
| 10:30          |             | 151        | 32          |             |           | 90         | 27         |             |           |                 |           |
| 10:45          |             | <b>161</b> | 22          | 611         | 133       | 83         | 28         | 366         | 119       | 977             | 252       |
| 11:00          |             | <b>153</b> | 38          |             |           | <b>103</b> | 20         |             |           |                 |           |
| 11:15          |             | <b>160</b> | 30          |             |           | <b>99</b>  | 19         |             |           |                 |           |
| 11:30          |             | <b>165</b> | 21          |             |           | <b>98</b>  | 27         |             |           |                 |           |
| 11:45          |             | 141        | 22          | 619         | 111       | <b>116</b> | 16         | 416         | 82        | 1035            | 193       |
| Total          |             | 3212       | 4672        | 3212        | 4672      | 1971       | 3553       | 1971        | 3553      | 5183            | 8225      |
| Combined Total |             | 7884       |             | 7884        |           | 5524       |            | 5524        |           | 13408           |           |
| AM Peak        | -           | 10:45      | -           | -           | -         | 11:00      | -          | -           | -         | -               | -         |
| Vol.           | -           | 639        | -           | -           | -         | 416        | -          | -           | -         | -               | -         |
| P.H.F.         |             | 0.968      |             |             |           | 0.897      |            |             |           |                 |           |
| PM Peak        | -           | -          | 00:30       | -           | -         | -          | 00:45      | -           | -         | -               | -         |
| Vol.           | -           | -          | 650         | -           | -         | -          | 475        | -           | -         | -               | -         |
| P.H.F.         |             |            | 0.950       |             |           |            | 0.893      |             |           |                 |           |
| Percentage     |             | 40.7%      | 59.3%       |             |           | 35.7%      | 64.3%      |             |           |                 |           |
| ADT/AADT       |             | ADT 13,408 | AADT 13,408 |             |           |            |            |             |           |                 |           |



# Counts Unlimited, Inc.

City of Corona  
East Grand Boulevard  
N/ 6th Street  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: 951-268-6268  
email: counts@countsunlimited.com

COR004S  
Site Code: 999-26153

| Start Time     | 2/28/2026 Sat | Northbound |             | Hour Totals |           | Southbound |            | Hour Totals |           | Combined Totals |           |
|----------------|---------------|------------|-------------|-------------|-----------|------------|------------|-------------|-----------|-----------------|-----------|
|                |               | Morning    | Afternoon   | Morning     | Afternoon | Morning    | Afternoon  | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |               | 20         | 121         |             |           | 15         | 105        |             |           |                 |           |
| 12:15          |               | 17         | 115         |             |           | 20         | 115        |             |           |                 |           |
| 12:30          |               | 11         | 109         |             |           | 8          | 112        |             |           |                 |           |
| 12:45          |               | 6          | 117         | 54          | 462       | 12         | 101        | 55          | 433       | 109             | 895       |
| 01:00          |               | 3          | 100         |             |           | 9          | <b>107</b> |             |           |                 |           |
| 01:15          |               | 6          | 117         |             |           | 11         | <b>116</b> |             |           |                 |           |
| 01:30          |               | 9          | 129         |             |           | 11         | <b>121</b> |             |           |                 |           |
| 01:45          |               | 7          | 126         | 25          | 472       | 6          | <b>126</b> | 37          | 470       | 62              | 942       |
| 02:00          |               | 10         | 102         |             |           | 6          | 102        |             |           |                 |           |
| 02:15          |               | 9          | <b>122</b>  |             |           | 9          | 119        |             |           |                 |           |
| 02:30          |               | 5          | <b>122</b>  |             |           | 5          | 118        |             |           |                 |           |
| 02:45          |               | 8          | <b>132</b>  | 32          | 478       | 10         | 96         | 30          | 435       | 62              | 913       |
| 03:00          |               | 11         | <b>108</b>  |             |           | 18         | 98         |             |           |                 |           |
| 03:15          |               | 6          | 108         |             |           | 14         | 105        |             |           |                 |           |
| 03:30          |               | 17         | 103         |             |           | 17         | 91         |             |           |                 |           |
| 03:45          |               | 14         | 115         | 48          | 434       | 16         | 86         | 65          | 380       | 113             | 814       |
| 04:00          |               | 10         | 88          |             |           | 4          | 97         |             |           |                 |           |
| 04:15          |               | 7          | 82          |             |           | 11         | 91         |             |           |                 |           |
| 04:30          |               | 10         | 101         |             |           | 14         | 76         |             |           |                 |           |
| 04:45          |               | 10         | 81          | 37          | 352       | 27         | 78         | 56          | 342       | 93              | 694       |
| 05:00          |               | 18         | 89          |             |           | 24         | 80         |             |           |                 |           |
| 05:15          |               | 14         | 101         |             |           | 27         | 94         |             |           |                 |           |
| 05:30          |               | 37         | 125         |             |           | 25         | 89         |             |           |                 |           |
| 05:45          |               | 13         | 93          | 82          | 408       | 34         | 96         | 110         | 359       | 192             | 767       |
| 06:00          |               | 37         | 94          |             |           | 22         | 72         |             |           |                 |           |
| 06:15          |               | 21         | 92          |             |           | 19         | 96         |             |           |                 |           |
| 06:30          |               | 32         | 83          |             |           | 31         | 76         |             |           |                 |           |
| 06:45          |               | 50         | 83          | 140         | 352       | 50         | 87         | 122         | 331       | 262             | 683       |
| 07:00          |               | 36         | 81          |             |           | 52         | 86         |             |           |                 |           |
| 07:15          |               | 38         | 82          |             |           | 43         | 52         |             |           |                 |           |
| 07:30          |               | 46         | 57          |             |           | 44         | 66         |             |           |                 |           |
| 07:45          |               | 67         | 61          | 187         | 281       | 59         | 60         | 198         | 264       | 385             | 545       |
| 08:00          |               | 70         | 54          |             |           | 57         | 72         |             |           |                 |           |
| 08:15          |               | 70         | 58          |             |           | 63         | 49         |             |           |                 |           |
| 08:30          |               | 78         | 43          |             |           | 64         | 54         |             |           |                 |           |
| 08:45          |               | 102        | 57          | 320         | 212       | 87         | 66         | 271         | 241       | 591             | 453       |
| 09:00          |               | 106        | 50          |             |           | 75         | 58         |             |           |                 |           |
| 09:15          |               | 109        | 34          |             |           | 82         | 44         |             |           |                 |           |
| 09:30          |               | 102        | 43          |             |           | 105        | 40         |             |           |                 |           |
| 09:45          |               | 116        | 25          | 433         | 152       | 123        | 38         | 385         | 180       | 818             | 332       |
| 10:00          |               | 110        | 42          |             |           | 92         | 38         |             |           |                 |           |
| 10:15          |               | 111        | 35          |             |           | 95         | 30         |             |           |                 |           |
| 10:30          |               | <b>138</b> | 34          |             |           | <b>113</b> | 27         |             |           |                 |           |
| 10:45          |               | <b>112</b> | 28          | 471         | 139       | <b>110</b> | 32         | 410         | 127       | 881             | 266       |
| 11:00          |               | <b>129</b> | 21          |             |           | <b>116</b> | 18         |             |           |                 |           |
| 11:15          |               | <b>137</b> | 25          |             |           | <b>111</b> | 19         |             |           |                 |           |
| 11:30          |               | 121        | 15          |             |           | 110        | 25         |             |           |                 |           |
| 11:45          |               | 118        | 13          | 505         | 74        | 95         | 21         | 432         | 83        | 937             | 157       |
| Total          |               | 2334       | 3816        | 2334        | 3816      | 2171       | 3645       | 2171        | 3645      | 4505            | 7461      |
| Combined Total |               | 6150       |             | 6150        |           | 5816       |            | 5816        |           | 11966           |           |
| AM Peak        | -             | 10:30      | -           | -           | -         | 10:30      | -          | -           | -         | -               | -         |
| Vol.           | -             | 516        | -           | -           | -         | 450        | -          | -           | -         | -               | -         |
| P.H.F.         |               | 0.935      |             |             |           | 0.970      |            |             |           |                 |           |
| PM Peak        | -             | -          | 02:15       | -           | -         | -          | 01:00      | -           | -         | -               | -         |
| Vol.           | -             | -          | 484         | -           | -         | -          | 470        | -           | -         | -               | -         |
| P.H.F.         |               |            | 0.917       |             |           |            | 0.933      |             |           |                 |           |
| Percentage     |               | 38.0%      | 62.0%       |             |           | 37.3%      | 62.7%      |             |           |                 |           |
| ADT/AADT       |               | ADT 11,966 | AADT 11,966 |             |           |            |            |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
East Grand Boulevard  
S/ 6th Street  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: 951-268-6268  
email: counts@countsunlimited.com

COR005S  
Site Code: 999-26153

| Start Time     | 2/28/2026 Sat | Northbound |             | Hour Totals |           | Southbound |            | Hour Totals |           | Combined Totals |           |
|----------------|---------------|------------|-------------|-------------|-----------|------------|------------|-------------|-----------|-----------------|-----------|
|                |               | Morning    | Afternoon   | Morning     | Afternoon | Morning    | Afternoon  | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |               | 28         | 184         |             |           | 27         | 157        |             |           |                 |           |
| 12:15          |               | 25         | 175         |             |           | 27         | 152        |             |           |                 |           |
| 12:30          |               | 11         | 171         |             |           | 13         | 140        |             |           |                 |           |
| 12:45          |               | 14         | <b>201</b>  | 78          | 731       | 19         | 147        | 86          | 596       | 164             | 1327      |
| 01:00          |               | 1          | <b>201</b>  |             |           | 14         | <b>147</b> |             |           |                 |           |
| 01:15          |               | 9          | <b>163</b>  |             |           | 15         | <b>147</b> |             |           |                 |           |
| 01:30          |               | 12         | <b>187</b>  |             |           | 16         | <b>164</b> |             |           |                 |           |
| 01:45          |               | 14         | 198         | 36          | 749       | 9          | <b>156</b> | 54          | 614       | 90              | 1363      |
| 02:00          |               | 12         | 161         |             |           | 16         | 142        |             |           |                 |           |
| 02:15          |               | 12         | 178         |             |           | 8          | 146        |             |           |                 |           |
| 02:30          |               | 10         | 182         |             |           | 9          | 154        |             |           |                 |           |
| 02:45          |               | 9          | 196         | 43          | 717       | 15         | 131        | 48          | 573       | 91              | 1290      |
| 03:00          |               | 14         | 172         |             |           | 24         | 119        |             |           |                 |           |
| 03:15          |               | 9          | 157         |             |           | 19         | 134        |             |           |                 |           |
| 03:30          |               | 42         | 166         |             |           | 28         | 110        |             |           |                 |           |
| 03:45          |               | 43         | 164         | 108         | 659       | 25         | 143        | 96          | 506       | 204             | 1165      |
| 04:00          |               | 40         | 128         |             |           | 12         | 110        |             |           |                 |           |
| 04:15          |               | 50         | 112         |             |           | 16         | 114        |             |           |                 |           |
| 04:30          |               | 40         | 142         |             |           | 19         | 110        |             |           |                 |           |
| 04:45          |               | 39         | 130         | 169         | 512       | 48         | 116        | 95          | 450       | 264             | 962       |
| 05:00          |               | 37         | 151         |             |           | 43         | 119        |             |           |                 |           |
| 05:15          |               | 59         | 152         |             |           | 40         | 128        |             |           |                 |           |
| 05:30          |               | 81         | 175         |             |           | 41         | 122        |             |           |                 |           |
| 05:45          |               | 59         | 152         | 236         | 630       | 44         | 123        | 168         | 492       | 404             | 1122      |
| 06:00          |               | 63         | 134         |             |           | 37         | 107        |             |           |                 |           |
| 06:15          |               | 50         | 134         |             |           | 35         | 131        |             |           |                 |           |
| 06:30          |               | 49         | 141         |             |           | 44         | 116        |             |           |                 |           |
| 06:45          |               | 70         | 129         | 232         | 538       | 65         | 117        | 181         | 471       | 413             | 1009      |
| 07:00          |               | 52         | 144         |             |           | 61         | 103        |             |           |                 |           |
| 07:15          |               | 61         | 116         |             |           | 58         | 83         |             |           |                 |           |
| 07:30          |               | 83         | 76          |             |           | 68         | 85         |             |           |                 |           |
| 07:45          |               | 86         | 81          | 282         | 417       | 88         | 83         | 275         | 354       | 557             | 771       |
| 08:00          |               | 97         | 87          |             |           | 86         | 100        |             |           |                 |           |
| 08:15          |               | 91         | 78          |             |           | 111        | 68         |             |           |                 |           |
| 08:30          |               | 125        | 48          |             |           | 95         | 62         |             |           |                 |           |
| 08:45          |               | 139        | 77          | 452         | 290       | 119        | 74         | 411         | 304       | 863             | 594       |
| 09:00          |               | 127        | 71          |             |           | 108        | 76         |             |           |                 |           |
| 09:15          |               | 147        | 50          |             |           | 120        | 66         |             |           |                 |           |
| 09:30          |               | 131        | 54          |             |           | 133        | 51         |             |           |                 |           |
| 09:45          |               | 145        | 48          | 550         | 223       | 164        | 56         | 525         | 249       | 1075            | 472       |
| 10:00          |               | 155        | 54          |             |           | 123        | 46         |             |           |                 |           |
| 10:15          |               | 155        | 49          |             |           | 138        | 41         |             |           |                 |           |
| 10:30          |               | 168        | 33          |             |           | 147        | 36         |             |           |                 |           |
| 10:45          |               | 169        | 39          | 647         | 175       | 139        | 34         | 547         | 157       | 1194            | 332       |
| 11:00          |               | <b>181</b> | 27          |             |           | <b>150</b> | 27         |             |           |                 |           |
| 11:15          |               | <b>214</b> | 38          |             |           | <b>150</b> | 28         |             |           |                 |           |
| 11:30          |               | <b>200</b> | 25          |             |           | <b>155</b> | 34         |             |           |                 |           |
| 11:45          |               | <b>175</b> | 27          | 770         | 117       | <b>141</b> | 27         | 596         | 116       | 1366            | 233       |
| Total          |               | 3603       | 5758        | 3603        | 5758      | 3082       | 4882       | 3082        | 4882      | 6685            | 10640     |
| Combined Total |               | 9361       |             | 9361        |           | 7964       |            | 7964        |           | 17325           |           |
| AM Peak        | -             | 11:00      | -           | -           | -         | 11:00      | -          | -           | -         | -               | -         |
| Vol.           | -             | 770        | -           | -           | -         | 596        | -          | -           | -         | -               | -         |
| P.H.F.         |               | 0.900      |             |             |           | 0.961      |            |             |           |                 |           |
| PM Peak        | -             | -          | 00:45       | -           | -         | -          | 01:00      | -           | -         | -               | -         |
| Vol.           | -             | -          | 752         | -           | -         | -          | 614        | -           | -         | -               | -         |
| P.H.F.         |               |            | 0.935       |             |           |            | 0.936      |             |           |                 |           |
| Percentage     |               | 38.5%      | 61.5%       |             |           | 38.7%      | 61.3%      |             |           |                 |           |
| ADT/AADT       |               | ADT 17,325 | AADT 17,325 |             |           |            |            |             |           |                 |           |

# Counts Unlimited, Inc.

Page 1

City of Corona  
Fullerton Avenue  
S/ East Grand Boulevard  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
(951) 268-6268  
email: counts@countsunlimited.com

COR011  
Site Code: 999-26153

| Start Time     | 2/28/26 Sat | Northbound |            | Hour Totals |           | Southbound |           | Hour Totals |           | Combined Totals |           |
|----------------|-------------|------------|------------|-------------|-----------|------------|-----------|-------------|-----------|-----------------|-----------|
|                |             | Morning    | Afternoon  | Morning     | Afternoon | Morning    | Afternoon | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |             | 8          | 53         |             |           | 11         | 74        |             |           |                 |           |
| 12:15          |             | 11         | 68         |             |           | 8          | 61        |             |           |                 |           |
| 12:30          |             | 5          | 65         |             |           | 12         | 66        |             |           |                 |           |
| 12:45          |             | 7          | 55         | 31          | 241       | 12         | 66        | 43          | 267       | 74              | 508       |
| 01:00          |             | 5          | 62         |             |           | 6          | 71        |             |           |                 |           |
| 01:15          |             | 4          | 66         |             |           | 4          | 61        |             |           |                 |           |
| 01:30          |             | 5          | 55         |             |           | 4          | 58        |             |           |                 |           |
| 01:45          |             | 8          | 67         | 22          | 250       | 4          | 54        | 18          | 244       | 40              | 494       |
| 02:00          |             | 9          | 58         |             |           | 4          | 71        |             |           |                 |           |
| 02:15          |             | 2          | 45         |             |           | 6          | 64        |             |           |                 |           |
| 02:30          |             | 5          | 48         |             |           | 5          | 50        |             |           |                 |           |
| 02:45          |             | 3          | 56         | 19          | 207       | 5          | 64        | 20          | 249       | 39              | 456       |
| 03:00          |             | 4          | 49         |             |           | 2          | 57        |             |           |                 |           |
| 03:15          |             | 2          | 58         |             |           | 2          | 62        |             |           |                 |           |
| 03:30          |             | 4          | 59         |             |           | 4          | 55        |             |           |                 |           |
| 03:45          |             | 10         | 47         | 20          | 213       | 2          | 58        | 10          | 232       | 30              | 445       |
| 04:00          |             | 7          | 64         |             |           | 2          | 49        |             |           |                 |           |
| 04:15          |             | 6          | 54         |             |           | 2          | 58        |             |           |                 |           |
| 04:30          |             | 9          | 62         |             |           | 7          | 74        |             |           |                 |           |
| 04:45          |             | 10         | 49         | 32          | 229       | 3          | 60        | 14          | 241       | 46              | 470       |
| 05:00          |             | 4          | 33         |             |           | 8          | 52        |             |           |                 |           |
| 05:15          |             | 9          | 34         |             |           | 4          | 43        |             |           |                 |           |
| 05:30          |             | 5          | 47         |             |           | 6          | 64        |             |           |                 |           |
| 05:45          |             | 16         | 53         | 34          | 167       | 10         | 57        | 28          | 216       | 62              | 383       |
| 06:00          |             | 20         | 48         |             |           | 8          | 41        |             |           |                 |           |
| 06:15          |             | 12         | 46         |             |           | 9          | 58        |             |           |                 |           |
| 06:30          |             | 12         | 45         |             |           | 11         | 51        |             |           |                 |           |
| 06:45          |             | 17         | 47         | 61          | 186       | 23         | 47        | 51          | 197       | 112             | 383       |
| 07:00          |             | 26         | 43         |             |           | 16         | 47        |             |           |                 |           |
| 07:15          |             | 29         | 47         |             |           | 17         | 26        |             |           |                 |           |
| 07:30          |             | 27         | 39         |             |           | 22         | 42        |             |           |                 |           |
| 07:45          |             | 30         | 41         | 112         | 170       | 31         | 37        | 86          | 152       | 198             | 322       |
| 08:00          |             | 46         | 58         |             |           | 30         | 36        |             |           |                 |           |
| 08:15          |             | 41         | 63         |             |           | 22         | 36        |             |           |                 |           |
| 08:30          |             | 24         | 31         |             |           | 27         | 25        |             |           |                 |           |
| 08:45          |             | 47         | 25         | 158         | 177       | 47         | 35        | 126         | 132       | 284             | 309       |
| 09:00          |             | 42         | 20         |             |           | 33         | 30        |             |           |                 |           |
| 09:15          |             | 47         | 21         |             |           | 45         | 20        |             |           |                 |           |
| 09:30          |             | 53         | 33         |             |           | 56         | 15        |             |           |                 |           |
| 09:45          |             | 64         | 18         | 206         | 92        | 45         | 24        | 179         | 89        | 385             | 181       |
| 10:00          |             | 52         | 21         |             |           | 49         | 19        |             |           |                 |           |
| 10:15          |             | 65         | 23         |             |           | 43         | 19        |             |           |                 |           |
| 10:30          |             | 65         | 15         |             |           | 50         | 16        |             |           |                 |           |
| 10:45          |             | 60         | 15         | 242         | 74        | 69         | 17        | 211         | 71        | 453             | 145       |
| 11:00          |             | 59         | 16         |             |           | 52         | 17        |             |           |                 |           |
| 11:15          |             | 60         | 17         |             |           | 54         | 12        |             |           |                 |           |
| 11:30          |             | 68         | 6          |             |           | 55         | 17        |             |           |                 |           |
| 11:45          |             | 70         | 9          | 257         | 48        | 52         | 9         | 213         | 55        | 470             | 103       |
| Total          |             | 1194       | 2054       | 1194        | 2054      | 999        | 2145      | 999         | 2145      | 2193            | 4199      |
| Combined Total |             | 3248       |            | 3248        |           | 3144       |           | 3144        |           | 6392            |           |
| AM Peak        | -           | 11:00      | -          | -           | -         | 10:45      | -         | -           | -         | -               | -         |
| Vol.           | -           | 257        | -          | -           | -         | 230        | -         | -           | -         | -               | -         |
| P.H.F.         |             | 0.918      |            |             |           | 0.833      |           |             |           |                 |           |
| PM Peak        | -           | -          | 00:15      | -           | -         | -          | 12:00     | -           | -         | -               | -         |
| Vol.           | -           | -          | 250        | -           | -         | -          | 267       | -           | -         | -               | -         |
| P.H.F.         |             |            | 0.919      |             |           |            | 0.902     |             |           |                 |           |
| Percentage     |             | 36.8%      | 63.2%      |             |           | 31.8%      | 68.2%     |             |           |                 |           |
| ADT/AADT       |             | ADT 6,392  | AADT 6,392 |             |           |            |           |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
Quarry Street  
E/ East Grand Boulevard  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
(951) 268-6268  
email: counts@countsunlimited.com

COR006S  
Site Code: 999-26153

| Start Time     | 2/26/26<br>Thu | Eastbound |           | Hour Totals |           | Westbound |           | Hour Totals |           | Combined Totals |           |
|----------------|----------------|-----------|-----------|-------------|-----------|-----------|-----------|-------------|-----------|-----------------|-----------|
|                |                | Morning   | Afternoon | Morning     | Afternoon | Morning   | Afternoon | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |                | 3         | 22        |             |           | 5         | 22        |             |           |                 |           |
| 12:15          |                | 2         | 14        |             |           | 2         | 28        |             |           |                 |           |
| 12:30          |                | 2         | 20        |             |           | 1         | 25        |             |           |                 |           |
| 12:45          |                | 2         | 19        | 9           | 75        | 0         | 30        | 8           | 105       | 17              | 180       |
| 01:00          |                | 0         | 30        |             |           | 0         | 26        |             |           |                 |           |
| 01:15          |                | 1         | 27        |             |           | 2         | 24        |             |           |                 |           |
| 01:30          |                | 1         | 17        |             |           | 3         | 27        |             |           |                 |           |
| 01:45          |                | 2         | 21        | 4           | 95        | 1         | 23        | 6           | 100       | 10              | 195       |
| 02:00          |                | 1         | 13        |             |           | 1         | 21        |             |           |                 |           |
| 02:15          |                | 3         | 18        |             |           | 1         | 20        |             |           |                 |           |
| 02:30          |                | 1         | 19        |             |           | 1         | 25        |             |           |                 |           |
| 02:45          |                | 0         | 14        | 5           | 64        | 1         | 37        | 4           | 103       | 9               | 167       |
| 03:00          |                | 0         | 16        |             |           | 1         | 17        |             |           |                 |           |
| 03:15          |                | 2         | 16        |             |           | 2         | 21        |             |           |                 |           |
| 03:30          |                | 1         | 16        |             |           | 0         | 22        |             |           |                 |           |
| 03:45          |                | 1         | 16        | 4           | 64        | 1         | 27        | 4           | 87        | 8               | 151       |
| 04:00          |                | 1         | 12        |             |           | 5         | 15        |             |           |                 |           |
| 04:15          |                | 2         | 27        |             |           | 2         | 24        |             |           |                 |           |
| 04:30          |                | 1         | 13        |             |           | 3         | 19        |             |           |                 |           |
| 04:45          |                | 1         | 14        | 5           | 66        | 6         | 20        | 16          | 78        | 21              | 144       |
| 05:00          |                | 0         | 11        |             |           | 3         | 22        |             |           |                 |           |
| 05:15          |                | 4         | 10        |             |           | 2         | 28        |             |           |                 |           |
| 05:30          |                | 2         | 10        |             |           | 6         | 18        |             |           |                 |           |
| 05:45          |                | 4         | 17        | 10          | 48        | 3         | 14        | 14          | 82        | 24              | 130       |
| 06:00          |                | 4         | 11        |             |           | 4         | 19        |             |           |                 |           |
| 06:15          |                | 1         | 16        |             |           | 5         | 17        |             |           |                 |           |
| 06:30          |                | 5         | 15        |             |           | 3         | 8         |             |           |                 |           |
| 06:45          |                | 5         | 10        | 15          | 52        | 9         | 12        | 21          | 56        | 36              | 108       |
| 07:00          |                | 1         | 14        |             |           | 7         | 15        |             |           |                 |           |
| 07:15          |                | 3         | 9         |             |           | 6         | 17        |             |           |                 |           |
| 07:30          |                | 7         | 14        |             |           | 12        | 16        |             |           |                 |           |
| 07:45          |                | 8         | 9         | 19          | 46        | 14        | 16        | 39          | 64        | 58              | 110       |
| 08:00          |                | 11        | 11        |             |           | 11        | 11        |             |           |                 |           |
| 08:15          |                | 6         | 7         |             |           | 14        | 11        |             |           |                 |           |
| 08:30          |                | 7         | 7         |             |           | 15        | 6         |             |           |                 |           |
| 08:45          |                | 6         | 9         | 30          | 34        | 18        | 9         | 58          | 37        | 88              | 71        |
| 09:00          |                | 9         | 7         |             |           | 17        | 7         |             |           |                 |           |
| 09:15          |                | 15        | 7         |             |           | 24        | 9         |             |           |                 |           |
| 09:30          |                | 12        | 16        |             |           | 18        | 11        |             |           |                 |           |
| 09:45          |                | 17        | 5         | 53          | 35        | 23        | 10        | 82          | 37        | 135             | 72        |
| 10:00          |                | 16        | 6         |             |           | 20        | 4         |             |           |                 |           |
| 10:15          |                | 26        | 6         |             |           | 25        | 6         |             |           |                 |           |
| 10:30          |                | 13        | 7         |             |           | 20        | 12        |             |           |                 |           |
| 10:45          |                | 12        | 5         | 67          | 24        | 20        | 8         | 85          | 30        | 152             | 54        |
| 11:00          |                | 14        | 1         |             |           | 23        | 6         |             |           |                 |           |
| 11:15          |                | 18        | 2         |             |           | 20        | 2         |             |           |                 |           |
| 11:30          |                | 27        | 5         |             |           | 24        | 5         |             |           |                 |           |
| 11:45          |                | 14        | 4         | 73          | 12        | 28        | 3         | 95          | 16        | 168             | 28        |
| Total          |                | 294       | 615       | 294         | 615       | 432       | 795       | 432         | 795       | 726             | 1410      |
| Combined Total |                | 909       |           | 909         |           | 1227      |           | 1227        |           | 2136            |           |
| AM Peak        | -              | 11:00     | -         | -           | -         | 11:00     | -         | -           | -         | -               | -         |
| Vol.           | -              | 73        | -         | -           | -         | 95        | -         | -           | -         | -               | -         |
| P.H.F.         |                | 0.676     |           |             |           | 0.848     |           |             |           |                 |           |
| PM Peak        | -              | -         | 00:30     | -           | -         | -         | 00:15     | -           | -         | -               | -         |
| Vol.           | -              | -         | 96        | -           | -         | -         | 109       | -           | -         | -               | -         |
| P.H.F.         |                |           | 0.800     |             |           |           | 0.908     |             |           |                 |           |
| Percentage     |                | 32.3%     | 67.7%     |             |           | 35.2%     | 64.8%     |             |           |                 |           |
| ADT/AADT       |                | ADT 2,136 |           | AADT 2,136  |           |           |           |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
Rimpau Avenue  
N/ 6th Street  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: 951-268-6268  
email: counts@countsunlimited.com

COR007S  
Site Code: 999-26153

| Start Time     | 2/28/2026 Sat | Northbound |            | Hour Totals |           | Southbound |           | Hour Totals |           | Combined Totals |           |
|----------------|---------------|------------|------------|-------------|-----------|------------|-----------|-------------|-----------|-----------------|-----------|
|                |               | Morning    | Afternoon  | Morning     | Afternoon | Morning    | Afternoon | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |               | 7          | 22         |             |           | 4          | 27        |             |           |                 |           |
| 12:15          |               | 3          | 23         |             |           | 1          | 21        |             |           |                 |           |
| 12:30          |               | 1          | 33         |             |           | 1          | 23        |             |           |                 |           |
| 12:45          |               | 0          | 29         | 11          | 107       | 4          | 20        | 10          | 91        | 21              | 198       |
| 01:00          |               | 1          | 25         |             |           | 1          | <b>35</b> |             |           |                 |           |
| 01:15          |               | 2          | 26         |             |           | 0          | <b>26</b> |             |           |                 |           |
| 01:30          |               | 4          | 28         |             |           | 0          | <b>20</b> |             |           |                 |           |
| 01:45          |               | 1          | 20         | 8           | 99        | 1          | <b>24</b> | 2           | 105       | 10              | 204       |
| 02:00          |               | 1          | <b>28</b>  |             |           | 1          | 16        |             |           |                 |           |
| 02:15          |               | 1          | <b>27</b>  |             |           | 3          | 13        |             |           |                 |           |
| 02:30          |               | 3          | <b>31</b>  |             |           | 0          | 26        |             |           |                 |           |
| 02:45          |               | 1          | <b>40</b>  | 6           | 126       | 1          | 21        | 5           | 76        | 11              | 202       |
| 03:00          |               | 4          | 23         |             |           | 1          | 19        |             |           |                 |           |
| 03:15          |               | 3          | 25         |             |           | 2          | 15        |             |           |                 |           |
| 03:30          |               | 1          | 24         |             |           | 2          | 21        |             |           |                 |           |
| 03:45          |               | 2          | 32         | 10          | 104       | 2          | 18        | 7           | 73        | 17              | 177       |
| 04:00          |               | 3          | 18         |             |           | 1          | 19        |             |           |                 |           |
| 04:15          |               | 1          | 22         |             |           | 2          | 35        |             |           |                 |           |
| 04:30          |               | 2          | 20         |             |           | 2          | 10        |             |           |                 |           |
| 04:45          |               | 6          | 28         | 12          | 88        | 3          | 23        | 8           | 87        | 20              | 175       |
| 05:00          |               | 3          | 27         |             |           | 0          | 17        |             |           |                 |           |
| 05:15          |               | 3          | 31         |             |           | 4          | 24        |             |           |                 |           |
| 05:30          |               | 3          | 24         |             |           | 1          | 16        |             |           |                 |           |
| 05:45          |               | 6          | 16         | 15          | 98        | 6          | 12        | 11          | 69        | 26              | 167       |
| 06:00          |               | 3          | 20         |             |           | 4          | 18        |             |           |                 |           |
| 06:15          |               | 5          | 15         |             |           | 0          | 12        |             |           |                 |           |
| 06:30          |               | 2          | 13         |             |           | 3          | 15        |             |           |                 |           |
| 06:45          |               | 11         | 16         | 21          | 64        | 5          | 15        | 12          | 60        | 33              | 124       |
| 07:00          |               | 6          | 19         |             |           | 2          | 7         |             |           |                 |           |
| 07:15          |               | 10         | 20         |             |           | 8          | 11        |             |           |                 |           |
| 07:30          |               | 8          | 13         |             |           | 7          | 9         |             |           |                 |           |
| 07:45          |               | 17         | 18         | 41          | 70        | 8          | 7         | 25          | 34        | 66              | 104       |
| 08:00          |               | 12         | 13         |             |           | 10         | 5         |             |           |                 |           |
| 08:15          |               | 13         | 12         |             |           | 11         | 6         |             |           |                 |           |
| 08:30          |               | 16         | 8          |             |           | 8          | 5         |             |           |                 |           |
| 08:45          |               | 15         | 8          | 56          | 41        | 11         | 10        | 40          | 26        | 96              | 67        |
| 09:00          |               | 14         | 8          |             |           | 13         | 7         |             |           |                 |           |
| 09:15          |               | 23         | 6          |             |           | 13         | 6         |             |           |                 |           |
| 09:30          |               | 22         | 8          |             |           | 16         | 16        |             |           |                 |           |
| 09:45          |               | 27         | 10         | 86          | 32        | 21         | 3         | 63          | 32        | 149             | 64        |
| 10:00          |               | 20         | 4          |             |           | 20         | 3         |             |           |                 |           |
| 10:15          |               | 30         | 3          |             |           | 21         | 7         |             |           |                 |           |
| 10:30          |               | 16         | 7          |             |           | 11         | 8         |             |           |                 |           |
| 10:45          |               | 23         | 6          | 89          | 20        | 18         | 5         | 70          | 23        | 159             | 43        |
| 11:00          |               | <b>26</b>  | 6          |             |           | <b>20</b>  | 2         |             |           |                 |           |
| 11:15          |               | <b>21</b>  | 6          |             |           | <b>23</b>  | 2         |             |           |                 |           |
| 11:30          |               | <b>25</b>  | 3          |             |           | <b>23</b>  | 5         |             |           |                 |           |
| 11:45          |               | <b>30</b>  | 2          | 102         | 17        | <b>19</b>  | 3         | 85          | 12        | 187             | 29        |
| Total          |               | 457        | 866        | 457         | 866       | 338        | 688       | 338         | 688       | 795             | 1554      |
| Combined Total |               | 1323       |            | 1323        |           | 1026       |           | 1026        |           | 2349            |           |
| AM Peak        | -             | 11:00      | -          | -           | -         | 11:00      | -         | -           | -         | -               | -         |
| Vol.           | -             | 102        | -          | -           | -         | 85         | -         | -           | -         | -               | -         |
| P.H.F.         |               | 0.850      |            |             |           | 0.924      |           |             |           |                 |           |
| PM Peak        | -             | -          | 02:00      | -           | -         | -          | 01:00     | -           | -         | -               | -         |
| Vol.           | -             | -          | 126        | -           | -         | -          | 105       | -           | -         | -               | -         |
| P.H.F.         |               |            | 0.788      |             |           |            | 0.750     |             |           |                 |           |
| Percentage     |               | 34.5%      | 65.5%      |             |           | 32.9%      | 67.1%     |             |           |                 |           |
| ADT/AADT       |               | ADT 2,349  | AADT 2,349 |             |           |            |           |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
Rimpau Avenue  
S/ 6th Street  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: 951-268-6268  
email: counts@countsunlimited.com

COR010S  
Site Code: 999-26153

| Start Time     | 2/28/2026 Sat | Northbound |            | Hour Totals |           | Southbound |           | Hour Totals |           | Combined Totals |           |
|----------------|---------------|------------|------------|-------------|-----------|------------|-----------|-------------|-----------|-----------------|-----------|
|                |               | Morning    | Afternoon  | Morning     | Afternoon | Morning    | Afternoon | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |               | 14         | 81         |             |           | 12         | <b>75</b> |             |           |                 |           |
| 12:15          |               | 9          | 85         |             |           | 7          | <b>65</b> |             |           |                 |           |
| 12:30          |               | 9          | 72         |             |           | 3          | <b>81</b> |             |           |                 |           |
| 12:45          |               | 6          | <b>106</b> | 38          | 344       | 7          | <b>68</b> | 29          | 289       | 67              | 633       |
| 01:00          |               | 6          | <b>76</b>  |             |           | 4          | 66        |             |           |                 |           |
| 01:15          |               | 5          | <b>88</b>  |             |           | 5          | 59        |             |           |                 |           |
| 01:30          |               | 4          | <b>80</b>  |             |           | 6          | 58        |             |           |                 |           |
| 01:45          |               | 4          | 84         | 19          | 328       | 4          | 53        | 19          | 236       | 38              | 564       |
| 02:00          |               | 5          | 60         |             |           | 5          | 69        |             |           |                 |           |
| 02:15          |               | 3          | 78         |             |           | 4          | 73        |             |           |                 |           |
| 02:30          |               | 2          | 80         |             |           | 2          | 64        |             |           |                 |           |
| 02:45          |               | 2          | 77         | 12          | 295       | 6          | 47        | 17          | 253       | 29              | 548       |
| 03:00          |               | 13         | 60         |             |           | 6          | 72        |             |           |                 |           |
| 03:15          |               | 3          | 82         |             |           | 3          | 56        |             |           |                 |           |
| 03:30          |               | 7          | 82         |             |           | 9          | 66        |             |           |                 |           |
| 03:45          |               | 14         | 65         | 37          | 289       | 2          | 59        | 20          | 253       | 57              | 542       |
| 04:00          |               | 4          | 57         |             |           | 1          | 60        |             |           |                 |           |
| 04:15          |               | 9          | 51         |             |           | 3          | 60        |             |           |                 |           |
| 04:30          |               | 13         | 49         |             |           | 4          | 47        |             |           |                 |           |
| 04:45          |               | 17         | 71         | 43          | 228       | 6          | 55        | 14          | 222       | 57              | 450       |
| 05:00          |               | 9          | 49         |             |           | 16         | 42        |             |           |                 |           |
| 05:15          |               | 10         | 60         |             |           | 9          | 63        |             |           |                 |           |
| 05:30          |               | 16         | 46         |             |           | 7          | 49        |             |           |                 |           |
| 05:45          |               | 16         | 77         | 51          | 232       | 10         | 45        | 42          | 199       | 93              | 431       |
| 06:00          |               | 25         | 48         |             |           | 12         | 50        |             |           |                 |           |
| 06:15          |               | 18         | 51         |             |           | 10         | 44        |             |           |                 |           |
| 06:30          |               | 15         | 55         |             |           | 19         | 42        |             |           |                 |           |
| 06:45          |               | 28         | 45         | 86          | 199       | 18         | 42        | 59          | 178       | 145             | 377       |
| 07:00          |               | 19         | 59         |             |           | 7          | 22        |             |           |                 |           |
| 07:15          |               | 30         | 44         |             |           | 19         | 37        |             |           |                 |           |
| 07:30          |               | 37         | 36         |             |           | 24         | 36        |             |           |                 |           |
| 07:45          |               | 35         | 46         | 121         | 185       | 24         | 29        | 74          | 124       | 195             | 309       |
| 08:00          |               | 40         | 35         |             |           | 33         | 36        |             |           |                 |           |
| 08:15          |               | 42         | 26         |             |           | 38         | 20        |             |           |                 |           |
| 08:30          |               | 42         | 21         |             |           | 27         | 24        |             |           |                 |           |
| 08:45          |               | 72         | 25         | 196         | 107       | 38         | 38        | 136         | 118       | 332             | 225       |
| 09:00          |               | 58         | 31         |             |           | 47         | 29        |             |           |                 |           |
| 09:15          |               | 62         | 27         |             |           | 49         | 22        |             |           |                 |           |
| 09:30          |               | 80         | 26         |             |           | 50         | 22        |             |           |                 |           |
| 09:45          |               | 80         | 26         | 280         | 110       | 63         | 17        | 209         | 90        | 489             | 200       |
| 10:00          |               | 52         | 22         |             |           | 48         | 27        |             |           |                 |           |
| 10:15          |               | 81         | 24         |             |           | 70         | 20        |             |           |                 |           |
| 10:30          |               | 66         | 17         |             |           | 51         | 17        |             |           |                 |           |
| 10:45          |               | 87         | 17         | 286         | 80        | <b>53</b>  | 17        | 222         | 81        | 508             | 161       |
| 11:00          |               | <b>86</b>  | 19         |             |           | <b>65</b>  | 17        |             |           |                 |           |
| 11:15          |               | <b>100</b> | 15         |             |           | <b>50</b>  | 9         |             |           |                 |           |
| 11:30          |               | <b>82</b>  | 8          |             |           | <b>81</b>  | 8         |             |           |                 |           |
| 11:45          |               | <b>89</b>  | 11         | 357         | 53        | 48         | 8         | 244         | 42        | 601             | 95        |
| Total          |               | 1526       | 2450       | 1526        | 2450      | 1085       | 2085      | 1085        | 2085      | 2611            | 4535      |
| Combined Total |               | 3976       |            | 3976        |           | 3170       |           | 3170        |           | 7146            |           |
| AM Peak        | -             | 11:00      | -          | -           | -         | 10:45      | -         | -           | -         | -               | -         |
| Vol.           | -             | 357        | -          | -           | -         | 249        | -         | -           | -         | -               | -         |
| P.H.F.         |               | 0.893      |            |             |           | 0.769      |           |             |           |                 |           |
| PM Peak        | -             | -          | 00:45      | -           | -         | -          | 12:00     | -           | -         | -               | -         |
| Vol.           | -             | -          | 350        | -           | -         | -          | 289       | -           | -         | -               | -         |
| P.H.F.         |               |            | 0.825      |             |           |            | 0.892     |             |           |                 |           |
| Percentage     |               | 38.4%      | 61.6%      |             |           | 34.2%      | 65.8%     |             |           |                 |           |
| ADT/AADT       |               | ADT 7,146  | AADT 7,146 |             |           |            |           |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
6th Street  
B/ East Grand Boulevard - Rimpau Avenue  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: 951-268-6268  
email: counts@countsunlimited.com

COR002  
Site Code: 999-26153

| Start Time     | 2/26/2026<br>Thu | Eastbound  |             | Hour Totals |           | Westbound  |            | Hour Totals |           | Combined Totals |           |
|----------------|------------------|------------|-------------|-------------|-----------|------------|------------|-------------|-----------|-----------------|-----------|
|                |                  | Morning    | Afternoon   | Morning     | Afternoon | Morning    | Afternoon  | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |                  | 16         | 125         |             |           | 12         | 193        |             |           |                 |           |
| 12:15          |                  | 21         | 130         |             |           | 13         | 193        |             |           |                 |           |
| 12:30          |                  | 12         | 125         |             |           | 10         | 178        |             |           |                 |           |
| 12:45          |                  | 15         | 118         | 64          | 498       | 10         | 171        | 45          | 735       | 109             | 1233      |
| 01:00          |                  | 8          | 138         |             |           | 9          | 192        |             |           |                 |           |
| 01:15          |                  | 10         | 118         |             |           | 16         | 158        |             |           |                 |           |
| 01:30          |                  | 14         | 144         |             |           | 8          | 224        |             |           |                 |           |
| 01:45          |                  | 7          | 151         | 39          | 551       | 9          | 193        | 42          | 767       | 81              | 1318      |
| 02:00          |                  | 10         | 153         |             |           | 10         | 192        |             |           |                 |           |
| 02:15          |                  | 9          | 172         |             |           | 10         | 176        |             |           |                 |           |
| 02:30          |                  | 10         | 186         |             |           | 5          | 196        |             |           |                 |           |
| 02:45          |                  | 17         | 184         | 46          | 695       | 9          | 222        | 34          | 786       | 80              | 1481      |
| 03:00          |                  | 24         | 193         |             |           | 12         | 190        |             |           |                 |           |
| 03:15          |                  | 24         | <b>247</b>  |             |           | 16         | <b>210</b> |             |           |                 |           |
| 03:30          |                  | 40         | <b>210</b>  |             |           | 52         | <b>275</b> |             |           |                 |           |
| 03:45          |                  | 42         | <b>243</b>  | 130         | 893       | 52         | <b>193</b> | 132         | 868       | 262             | 1761      |
| 04:00          |                  | 35         | <b>225</b>  |             |           | 68         | <b>235</b> |             |           |                 |           |
| 04:15          |                  | 40         | 222         |             |           | 91         | 171        |             |           |                 |           |
| 04:30          |                  | 65         | 150         |             |           | 115        | 237        |             |           |                 |           |
| 04:45          |                  | 83         | 134         | 223         | 731       | 102        | 183        | 376         | 826       | 599             | 1557      |
| 05:00          |                  | 62         | 170         |             |           | 120        | 227        |             |           |                 |           |
| 05:15          |                  | 67         | 218         |             |           | 123        | 203        |             |           |                 |           |
| 05:30          |                  | 88         | 209         |             |           | 183        | 188        |             |           |                 |           |
| 05:45          |                  | 81         | 213         | 298         | 810       | 218        | 187        | 644         | 805       | 942             | 1615      |
| 06:00          |                  | 54         | 184         |             |           | 146        | 165        |             |           |                 |           |
| 06:15          |                  | 60         | 177         |             |           | 141        | 175        |             |           |                 |           |
| 06:30          |                  | 69         | 154         |             |           | 192        | 156        |             |           |                 |           |
| 06:45          |                  | 102        | 132         | 285         | 647       | 208        | 151        | 687         | 647       | 972             | 1294      |
| 07:00          |                  | 71         | 125         |             |           | 202        | 160        |             |           |                 |           |
| 07:15          |                  | 85         | 103         |             |           | 216        | 98         |             |           |                 |           |
| 07:30          |                  | 106        | 87          |             |           | 232        | 118        |             |           |                 |           |
| 07:45          |                  | 142        | 61          | 404         | 376       | 195        | 94         | 845         | 470       | 1249            | 846       |
| 08:00          |                  | 119        | 65          |             |           | <b>258</b> | 88         |             |           |                 |           |
| 08:15          |                  | 111        | 74          |             |           | <b>254</b> | 83         |             |           |                 |           |
| 08:30          |                  | 111        | 85          |             |           | <b>239</b> | 67         |             |           |                 |           |
| 08:45          |                  | 119        | 79          | 460         | 303       | <b>216</b> | 72         | 967         | 310       | 1427            | 613       |
| 09:00          |                  | 112        | 75          |             |           | 211        | 68         |             |           |                 |           |
| 09:15          |                  | 91         | 73          |             |           | 180        | 52         |             |           |                 |           |
| 09:30          |                  | 110        | 48          |             |           | 173        | 53         |             |           |                 |           |
| 09:45          |                  | 110        | 44          | 423         | 240       | 201        | 46         | 765         | 219       | 1188            | 459       |
| 10:00          |                  | 121        | 33          |             |           | 169        | 43         |             |           |                 |           |
| 10:15          |                  | <b>138</b> | 35          |             |           | 180        | 36         |             |           |                 |           |
| 10:30          |                  | <b>126</b> | 26          |             |           | 135        | 33         |             |           |                 |           |
| 10:45          |                  | <b>148</b> | 31          | 533         | 125       | 178        | 28         | 662         | 140       | 1195            | 265       |
| 11:00          |                  | <b>158</b> | 19          |             |           | 178        | 22         |             |           |                 |           |
| 11:15          |                  | 123        | 22          |             |           | 140        | 16         |             |           |                 |           |
| 11:30          |                  | 122        | 17          |             |           | 163        | 23         |             |           |                 |           |
| 11:45          |                  | 124        | 10          | 527         | 68        | 193        | 11         | 674         | 72        | 1201            | 140       |
| Total          |                  | 3432       | 5937        | 3432        | 5937      | 5873       | 6645       | 5873        | 6645      | 9305            | 12582     |
| Combined Total |                  | 9369       |             | 9369        |           | 12518      |            | 12518       |           | 21887           |           |
| AM Peak        | -                | 10:15      | -           | -           | -         | 08:00      | -          | -           | -         | -               | -         |
| Vol.           | -                | 570        | -           | -           | -         | 967        | -          | -           | -         | -               | -         |
| P.H.F.         |                  | 0.902      |             |             |           | 0.937      |            |             |           |                 |           |
| PM Peak        | -                | -          | 03:15       | -           | -         | -          | 03:15      | -           | -         | -               | -         |
| Vol.           | -                | -          | 925         | -           | -         | -          | 913        | -           | -         | -               | -         |
| P.H.F.         |                  |            | 0.936       |             |           |            | 0.830      |             |           |                 |           |
| Percentage     |                  | 36.6%      | 63.4%       |             |           | 46.9%      | 53.1%      |             |           |                 |           |
| ADT/AADT       |                  | ADT 21,887 | AADT 21,887 |             |           |            |            |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
6th Street  
E/ East Grand Boulevard  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: 951-268-6268  
email: counts@countsunlimited.com

COR003  
Site Code: 999-26153

| Start Time     | 2/26/2026<br>Thu | Eastbound  |             | Hour Totals |           | Westbound  |            | Hour Totals |           | Combined Totals |           |
|----------------|------------------|------------|-------------|-------------|-----------|------------|------------|-------------|-----------|-----------------|-----------|
|                |                  | Morning    | Afternoon   | Morning     | Afternoon | Morning    | Afternoon  | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |                  | 6          | 142         |             |           | 14         | 113        |             |           |                 |           |
| 12:15          |                  | 11         | 151         |             |           | 16         | 100        |             |           |                 |           |
| 12:30          |                  | 3          | 176         |             |           | 13         | 100        |             |           |                 |           |
| 12:45          |                  | 11         | 124         | 31          | 593       | 9          | 97         | 52          | 410       | 83              | 1003      |
| 01:00          |                  | 7          | 145         |             |           | 7          | 122        |             |           |                 |           |
| 01:15          |                  | 9          | 151         |             |           | 9          | 99         |             |           |                 |           |
| 01:30          |                  | 12         | 165         |             |           | 8          | 120        |             |           |                 |           |
| 01:45          |                  | 11         | 155         | 39          | 616       | 10         | 149        | 34          | 490       | 73              | 1106      |
| 02:00          |                  | 7          | 149         |             |           | 7          | 148        |             |           |                 |           |
| 02:15          |                  | 8          | 153         |             |           | 11         | 154        |             |           |                 |           |
| 02:30          |                  | 8          | 177         |             |           | 4          | 173        |             |           |                 |           |
| 02:45          |                  | 5          | 199         | 28          | 678       | 5          | 188        | 27          | 663       | 55              | 1341      |
| 03:00          |                  | 13         | 189         |             |           | 4          | 149        |             |           |                 |           |
| 03:15          |                  | 24         | <b>225</b>  |             |           | 8          | 163        |             |           |                 |           |
| 03:30          |                  | 53         | <b>298</b>  |             |           | 14         | <b>192</b> |             |           |                 |           |
| 03:45          |                  | 68         | <b>218</b>  | 158         | 930       | 21         | <b>198</b> | 47          | 702       | 205             | 1632      |
| 04:00          |                  | 80         | <b>209</b>  |             |           | 6          | <b>194</b> |             |           |                 |           |
| 04:15          |                  | 96         | 163         |             |           | 22         | <b>193</b> |             |           |                 |           |
| 04:30          |                  | 134        | 173         |             |           | 29         | 188        |             |           |                 |           |
| 04:45          |                  | 112        | 228         | 422         | 773       | 33         | 184        | 90          | 759       | 512             | 1532      |
| 05:00          |                  | 77         | 211         |             |           | 18         | 156        |             |           |                 |           |
| 05:15          |                  | 75         | 200         |             |           | 22         | 187        |             |           |                 |           |
| 05:30          |                  | 120        | 153         |             |           | 24         | 162        |             |           |                 |           |
| 05:45          |                  | 145        | 133         | 417         | 697       | 46         | 170        | 110         | 675       | 527             | 1372      |
| 06:00          |                  | 104        | 148         |             |           | 26         | 133        |             |           |                 |           |
| 06:15          |                  | 94         | 134         |             |           | 33         | 145        |             |           |                 |           |
| 06:30          |                  | 95         | 151         |             |           | 48         | 134        |             |           |                 |           |
| 06:45          |                  | 110        | 129         | 403         | 562       | 56         | 128        | 163         | 540       | 566             | 1102      |
| 07:00          |                  | 144        | 129         |             |           | 52         | 107        |             |           |                 |           |
| 07:15          |                  | 166        | 104         |             |           | 102        | 85         |             |           |                 |           |
| 07:30          |                  | <b>203</b> | 103         |             |           | <b>117</b> | 94         |             |           |                 |           |
| 07:45          |                  | <b>199</b> | 70          | 712         | 406       | <b>145</b> | 59         | 416         | 345       | 1128            | 751       |
| 08:00          |                  | <b>178</b> | 73          |             |           | <b>131</b> | 73         |             |           |                 |           |
| 08:15          |                  | <b>190</b> | 68          |             |           | <b>117</b> | 59         |             |           |                 |           |
| 08:30          |                  | 184        | 69          |             |           | 92         | 42         |             |           |                 |           |
| 08:45          |                  | 181        | 65          | 733         | 275       | 97         | 48         | 437         | 222       | 1170            | 497       |
| 09:00          |                  | 140        | 51          |             |           | 93         | 58         |             |           |                 |           |
| 09:15          |                  | 129        | 47          |             |           | 71         | 57         |             |           |                 |           |
| 09:30          |                  | 121        | 31          |             |           | 92         | 44         |             |           |                 |           |
| 09:45          |                  | 121        | 33          | 511         | 162       | 77         | 36         | 333         | 195       | 844             | 357       |
| 10:00          |                  | 134        | 34          |             |           | 79         | 29         |             |           |                 |           |
| 10:15          |                  | 115        | 32          |             |           | 111        | 37         |             |           |                 |           |
| 10:30          |                  | 114        | 22          |             |           | 84         | 28         |             |           |                 |           |
| 10:45          |                  | 124        | 30          | 487         | 118       | 103        | 26         | 377         | 120       | 864             | 238       |
| 11:00          |                  | 138        | 19          |             |           | 95         | 26         |             |           |                 |           |
| 11:15          |                  | 138        | 18          |             |           | 91         | 21         |             |           |                 |           |
| 11:30          |                  | 124        | 17          |             |           | 87         | 18         |             |           |                 |           |
| 11:45          |                  | 176        | 11          | 576         | 65        | 107        | 17         | 380         | 82        | 956             | 147       |
| Total          |                  | 4517       | 5875        | 4517        | 5875      | 2466       | 5203       | 2466        | 5203      | 6983            | 11078     |
| Combined Total |                  | 10392      |             | 10392       |           | 7669       |            | 7669        |           | 18061           |           |
| AM Peak        | -                | 07:30      | -           | -           | -         | 07:30      | -          | -           | -         | -               | -         |
| Vol.           | -                | 770        | -           | -           | -         | 510        | -          | -           | -         | -               | -         |
| P.H.F.         |                  | 0.948      |             |             |           | 0.879      |            |             |           |                 |           |
| PM Peak        | -                | -          | 03:15       | -           | -         | -          | 03:30      | -           | -         | -               | -         |
| Vol.           | -                | -          | 950         | -           | -         | -          | 777        | -           | -         | -               | -         |
| P.H.F.         |                  |            | 0.797       |             |           |            | 0.981      |             |           |                 |           |
| Percentage     |                  | 43.5%      | 56.5%       |             |           | 32.2%      | 67.8%      |             |           |                 |           |
| ADT/AADT       |                  | ADT 18,061 | AADT 18,061 |             |           |            |            |             |           |                 |           |



# Counts Unlimited, Inc.

City of Corona  
6th Street  
E/ Rimpau Avenue  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: 951-268-6268  
email: counts@countsunlimited.com

COR012  
Site Code: 999-26153

| Start Time     | 2/26/2026<br>Thu | Eastbound  |            | Hour Totals |           | Westbound  |            | Hour Totals |           | Combined Totals |           |
|----------------|------------------|------------|------------|-------------|-----------|------------|------------|-------------|-----------|-----------------|-----------|
|                |                  | Morning    | Afternoon  | Morning     | Afternoon | Morning    | Afternoon  | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |                  | 13         | 125        |             |           | 13         | 168        |             |           |                 |           |
| 12:15          |                  | 11         | 142        |             |           | 10         | 180        |             |           |                 |           |
| 12:30          |                  | 12         | 129        |             |           | 11         | 151        |             |           |                 |           |
| 12:45          |                  | 6          | 123        | 42          | 519       | 11         | 156        | 45          | 655       | 87              | 1174      |
| 01:00          |                  | 9          | 144        |             |           | 5          | 177        |             |           |                 |           |
| 01:15          |                  | 10         | 123        |             |           | 16         | 148        |             |           |                 |           |
| 01:30          |                  | 11         | 144        |             |           | 4          | 220        |             |           |                 |           |
| 01:45          |                  | 5          | 153        | 35          | 564       | 7          | 188        | 32          | 733       | 67              | 1297      |
| 02:00          |                  | 7          | 155        |             |           | 8          | 193        |             |           |                 |           |
| 02:15          |                  | 7          | 208        |             |           | 12         | 150        |             |           |                 |           |
| 02:30          |                  | 8          | 206        |             |           | 5          | 201        |             |           |                 |           |
| 02:45          |                  | 13         | 210        | 35          | 779       | 7          | 233        | 32          | 777       | 67              | 1556      |
| 03:00          |                  | 25         | 237        |             |           | 6          | 187        |             |           |                 |           |
| 03:15          |                  | 25         | 299        |             |           | 13         | 191        |             |           |                 |           |
| 03:30          |                  | 46         | <b>248</b> |             |           | 47         | 285        |             |           |                 |           |
| 03:45          |                  | 38         | <b>304</b> | 134         | 1088      | 48         | 181        | 114         | 844       | 248             | 1932      |
| 04:00          |                  | 41         | <b>307</b> |             |           | 64         | 222        |             |           |                 |           |
| 04:15          |                  | 38         | <b>355</b> |             |           | 74         | 171        |             |           |                 |           |
| 04:30          |                  | 69         | 237        |             |           | 100        | <b>256</b> |             |           |                 |           |
| 04:45          |                  | 102        | 172        | 250         | 1071      | 89         | <b>219</b> | 327         | 868       | 577             | 1939      |
| 05:00          |                  | 62         | 223        |             |           | 105        | <b>231</b> |             |           |                 |           |
| 05:15          |                  | 72         | 256        |             |           | 113        | <b>212</b> |             |           |                 |           |
| 05:30          |                  | 96         | 243        |             |           | 178        | 180        |             |           |                 |           |
| 05:45          |                  | 103        | 253        | 333         | 975       | 214        | 186        | 610         | 809       | 943             | 1784      |
| 06:00          |                  | 58         | 200        |             |           | 138        | 154        |             |           |                 |           |
| 06:15          |                  | 61         | 188        |             |           | 132        | 170        |             |           |                 |           |
| 06:30          |                  | 71         | 160        |             |           | 182        | 141        |             |           |                 |           |
| 06:45          |                  | 102        | 131        | 292         | 679       | 207        | 138        | 659         | 603       | 951             | 1282      |
| 07:00          |                  | 77         | 114        |             |           | 179        | 158        |             |           |                 |           |
| 07:15          |                  | 88         | 99         |             |           | 199        | 93         |             |           |                 |           |
| 07:30          |                  | 108        | 74         |             |           | <b>242</b> | 94         |             |           |                 |           |
| 07:45          |                  | 160        | 59         | 433         | 346       | <b>196</b> | 91         | 816         | 436       | 1249            | 782       |
| 08:00          |                  | 118        | 63         |             |           | <b>264</b> | 87         |             |           |                 |           |
| 08:15          |                  | 121        | 76         |             |           | <b>240</b> | 74         |             |           |                 |           |
| 08:30          |                  | 129        | 73         |             |           | 212        | 64         |             |           |                 |           |
| 08:45          |                  | 129        | 69         | 497         | 281       | 177        | 75         | 893         | 300       | 1390            | 581       |
| 09:00          |                  | 103        | 69         |             |           | 188        | 62         |             |           |                 |           |
| 09:15          |                  | 101        | 57         |             |           | 166        | 61         |             |           |                 |           |
| 09:30          |                  | 118        | 43         |             |           | 131        | 47         |             |           |                 |           |
| 09:45          |                  | 104        | 34         | 426         | 203       | 195        | 38         | 680         | 208       | 1106            | 411       |
| 10:00          |                  | 113        | 31         |             |           | 154        | 43         |             |           |                 |           |
| 10:15          |                  | <b>133</b> | 22         |             |           | 165        | 31         |             |           |                 |           |
| 10:30          |                  | <b>125</b> | 22         |             |           | 111        | 30         |             |           |                 |           |
| 10:45          |                  | <b>149</b> | 24         | 520         | 99        | 166        | 24         | 596         | 128       | 1116            | 227       |
| 11:00          |                  | <b>150</b> | 18         |             |           | 151        | 25         |             |           |                 |           |
| 11:15          |                  | 122        | 21         |             |           | 119        | 14         |             |           |                 |           |
| 11:30          |                  | 124        | 18         |             |           | 149        | 21         |             |           |                 |           |
| 11:45          |                  | 133        | 8          | 529         | 65        | 173        | 9          | 592         | 69        | 1121            | 134       |
| Total          |                  | 3526       | 6669       | 3526        | 6669      | 5396       | 6430       | 5396        | 6430      | 8922            | 13099     |
| Combined Total |                  | 10195      |            | 10195       |           | 11826      |            | 11826       |           | 22021           |           |
| AM Peak        | -                | 10:15      | -          | -           | -         | 07:30      | -          | -           | -         | -               | -         |
| Vol.           | -                | 557        | -          | -           | -         | 942        | -          | -           | -         | -               | -         |
| P.H.F.         |                  | 0.928      |            |             |           | 0.892      |            |             |           |                 |           |
| PM Peak        | -                | -          | 03:30      | -           | -         | -          | 04:30      | -           | -         | -               | -         |
| Vol.           | -                | -          | 1214       | -           | -         | -          | 918        | -           | -         | -               | -         |
| P.H.F.         |                  |            | 0.855      |             |           |            | 0.805      |             |           |                 |           |
| Percentage     |                  | 34.6%      | 65.4%      |             |           | 45.6%      | 54.4%      |             |           |                 |           |
| ADT/AADT       |                  | ADT 22,021 |            | AADT 22,021 |           |            |            |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
6th Street  
W/ East Grand Boulevard  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: 951-268-6268  
email: counts@countsunlimited.com

COR001  
Site Code: 999-26153

| Start Time     | 2/26/2026<br>Thu | Eastbound  |             | Hour Totals |           | Westbound  |            | Hour Totals |           | Combined Totals |           |
|----------------|------------------|------------|-------------|-------------|-----------|------------|------------|-------------|-----------|-----------------|-----------|
|                |                  | Morning    | Afternoon   | Morning     | Afternoon | Morning    | Afternoon  | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |                  | 5          | 80          |             |           | 9          | 97         |             |           |                 |           |
| 12:15          |                  | 7          | 87          |             |           | 11         | 79         |             |           |                 |           |
| 12:30          |                  | 4          | 106         |             |           | 7          | 74         |             |           |                 |           |
| 12:45          |                  | 4          | 83          | 20          | 356       | 7          | 85         | 34          | 335       | 54              | 691       |
| 01:00          |                  | 8          | 95          |             |           | 1          | 93         |             |           |                 |           |
| 01:15          |                  | 6          | 98          |             |           | 7          | 83         |             |           |                 |           |
| 01:30          |                  | 5          | 100         |             |           | 1          | 96         |             |           |                 |           |
| 01:45          |                  | 10         | 95          | 29          | 388       | 6          | 115        | 15          | 387       | 44              | 775       |
| 02:00          |                  | 3          | 88          |             |           | 4          | 127        |             |           |                 |           |
| 02:15          |                  | 4          | 120         |             |           | 7          | 144        |             |           |                 |           |
| 02:30          |                  | 7          | 127         |             |           | 0          | 147        |             |           |                 |           |
| 02:45          |                  | 4          | 130         | 18          | 465       | 4          | 171        | 15          | 589       | 33              | 1054      |
| 03:00          |                  | 13         | 163         |             |           | 0          | 118        |             |           |                 |           |
| 03:15          |                  | 14         | <b>188</b>  |             |           | 8          | 160        |             |           |                 |           |
| 03:30          |                  | 18         | <b>227</b>  |             |           | 4          | 180        |             |           |                 |           |
| 03:45          |                  | 23         | <b>166</b>  | 68          | 744       | 13         | 165        | 25          | 623       | 93              | 1367      |
| 04:00          |                  | 29         | <b>173</b>  |             |           | 3          | 163        |             |           |                 |           |
| 04:15          |                  | 42         | 158         |             |           | 7          | 153        |             |           |                 |           |
| 04:30          |                  | 67         | 120         |             |           | 12         | <b>172</b> |             |           |                 |           |
| 04:45          |                  | 56         | 149         | 194         | 600       | 11         | <b>178</b> | 33          | 666       | 227             | 1266      |
| 05:00          |                  | 48         | 132         |             |           | 9          | <b>160</b> |             |           |                 |           |
| 05:15          |                  | 60         | 156         |             |           | 9          | <b>175</b> |             |           |                 |           |
| 05:30          |                  | 61         | 113         |             |           | 6          | 150        |             |           |                 |           |
| 05:45          |                  | 96         | 107         | 265         | 508       | 20         | 160        | 44          | 645       | 309             | 1153      |
| 06:00          |                  | 56         | 118         |             |           | 29         | 110        |             |           |                 |           |
| 06:15          |                  | 61         | 97          |             |           | 24         | 129        |             |           |                 |           |
| 06:30          |                  | 55         | 111         |             |           | 23         | 114        |             |           |                 |           |
| 06:45          |                  | 82         | 70          | 254         | 396       | 32         | 105        | 108         | 458       | 362             | 854       |
| 07:00          |                  | 101        | 70          |             |           | 45         | 84         |             |           |                 |           |
| 07:15          |                  | 104        | 78          |             |           | 87         | 76         |             |           |                 |           |
| 07:30          |                  | <b>151</b> | 75          |             |           | <b>135</b> | 91         |             |           |                 |           |
| 07:45          |                  | <b>161</b> | 45          | 517         | 268       | <b>130</b> | 58         | 397         | 309       | 914             | 577       |
| 08:00          |                  | <b>143</b> | 38          |             |           | <b>121</b> | 74         |             |           |                 |           |
| 08:15          |                  | <b>133</b> | 55          |             |           | <b>121</b> | 52         |             |           |                 |           |
| 08:30          |                  | 134        | 50          |             |           | 93         | 36         |             |           |                 |           |
| 08:45          |                  | 144        | 44          | 554         | 187       | 69         | 39         | 404         | 201       | 958             | 388       |
| 09:00          |                  | 103        | 46          |             |           | 66         | 53         |             |           |                 |           |
| 09:15          |                  | 85         | 35          |             |           | 48         | 42         |             |           |                 |           |
| 09:30          |                  | 77         | 26          |             |           | 65         | 41         |             |           |                 |           |
| 09:45          |                  | 81         | 31          | 346         | 138       | 71         | 31         | 250         | 167       | 596             | 305       |
| 10:00          |                  | 90         | 20          |             |           | 67         | 27         |             |           |                 |           |
| 10:15          |                  | 81         | 25          |             |           | 82         | 33         |             |           |                 |           |
| 10:30          |                  | 68         | 17          |             |           | 48         | 21         |             |           |                 |           |
| 10:45          |                  | 81         | 17          | 320         | 79        | 72         | 16         | 269         | 97        | 589             | 176       |
| 11:00          |                  | 96         | 13          |             |           | 66         | 17         |             |           |                 |           |
| 11:15          |                  | 103        | 14          |             |           | 62         | 11         |             |           |                 |           |
| 11:30          |                  | 88         | 6           |             |           | 69         | 16         |             |           |                 |           |
| 11:45          |                  | 101        | 4           | 388         | 37        | 80         | 6          | 277         | 50        | 665             | 87        |
| Total          |                  | 2973       | 4166        | 2973        | 4166      | 1871       | 4527       | 1871        | 4527      | 4844            | 8693      |
| Combined Total |                  | 7139       |             | 7139        |           | 6398       |            | 6398        |           | 13537           |           |
| AM Peak        | -                | 07:30      | -           | -           | -         | 07:30      | -          | -           | -         | -               | -         |
| Vol.           | -                | 588        | -           | -           | -         | 507        | -          | -           | -         | -               | -         |
| P.H.F.         |                  | 0.913      |             |             |           | 0.939      |            |             |           |                 |           |
| PM Peak        | -                | -          | 03:15       | -           | -         | -          | 04:30      | -           | -         | -               | -         |
| Vol.           | -                | -          | 754         | -           | -         | -          | 685        | -           | -         | -               | -         |
| P.H.F.         |                  |            | 0.830       |             |           |            | 0.951      |             |           |                 |           |
| Percentage     |                  | 41.6%      | 58.4%       |             |           | 29.2%      | 70.8%      |             |           |                 |           |
| ADT/AADT       |                  | ADT 13,537 | AADT 13,537 |             |           |            |            |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
East Grand Boulevard  
N/ 6th Street  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: 951-268-6268  
email: counts@countsunlimited.com

COR004  
Site Code: 999-26153

| Start Time     | 2/26/2026<br>Thu | Northbound |             | Hour Totals |           | Southbound |           | Hour Totals |           | Combined Totals |           |
|----------------|------------------|------------|-------------|-------------|-----------|------------|-----------|-------------|-----------|-----------------|-----------|
|                |                  | Morning    | Afternoon   | Morning     | Afternoon | Morning    | Afternoon | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |                  | 9          | 102         |             |           | 12         | 94        |             |           |                 |           |
| 12:15          |                  | 8          | 129         |             |           | 16         | 100       |             |           |                 |           |
| 12:30          |                  | 9          | 104         |             |           | 6          | 92        |             |           |                 |           |
| 12:45          |                  | 6          | 110         | 32          | 445       | 13         | 91        | 47          | 377       | 79              | 822       |
| 01:00          |                  | 10         | 126         |             |           | 4          | 107       |             |           |                 |           |
| 01:15          |                  | 10         | 93          |             |           | 9          | 99        |             |           |                 |           |
| 01:30          |                  | 3          | 130         |             |           | 9          | 94        |             |           |                 |           |
| 01:45          |                  | 9          | 117         | 32          | 466       | 4          | 108       | 26          | 408       | 58              | 874       |
| 02:00          |                  | 8          | 123         |             |           | 4          | 128       |             |           |                 |           |
| 02:15          |                  | 6          | 105         |             |           | 8          | 124       |             |           |                 |           |
| 02:30          |                  | 7          | 127         |             |           | 7          | 114       |             |           |                 |           |
| 02:45          |                  | 6          | 116         | 27          | 471       | 15         | 119       | 34          | 485       | 61              | 956       |
| 03:00          |                  | 11         | 124         |             |           | 20         | 137       |             |           |                 |           |
| 03:15          |                  | 5          | 117         |             |           | 20         | 172       |             |           |                 |           |
| 03:30          |                  | 8          | 164         |             |           | 29         | 153       |             |           |                 |           |
| 03:45          |                  | 10         | 123         | 34          | 528       | 35         | 158       | 104         | 620       | 138             | 1148      |
| 04:00          |                  | 11         | 126         |             |           | 27         | 139       |             |           |                 |           |
| 04:15          |                  | 32         | 126         |             |           | 24         | 144       |             |           |                 |           |
| 04:30          |                  | 37         | 120         |             |           | 34         | 160       |             |           |                 |           |
| 04:45          |                  | 41         | 125         | 121         | 497       | 57         | 140       | 142         | 583       | 263             | 1080      |
| 05:00          |                  | 89         | 143         |             |           | 40         | 145       |             |           |                 |           |
| 05:15          |                  | 79         | 134         |             |           | 40         | 147       |             |           |                 |           |
| 05:30          |                  | 108        | 103         |             |           | 61         | 121       |             |           |                 |           |
| 05:45          |                  | 135        | 117         | 411         | 497       | 51         | 159       | 192         | 572       | 603             | 1069      |
| 06:00          |                  | 109        | 92          |             |           | 40         | 116       |             |           |                 |           |
| 06:15          |                  | 101        | 104         |             |           | 45         | 114       |             |           |                 |           |
| 06:30          |                  | 128        | 79          |             |           | 38         | 110       |             |           |                 |           |
| 06:45          |                  | 140        | 75          | 478         | 350       | 64         | 94        | 187         | 434       | 665             | 784       |
| 07:00          |                  | 156        | 84          |             |           | 45         | 91        |             |           |                 |           |
| 07:15          |                  | 120        | 82          |             |           | 45         | 72        |             |           |                 |           |
| 07:30          |                  | 126        | 68          |             |           | 76         | 68        |             |           |                 |           |
| 07:45          |                  | 140        | 62          | 542         | 296       | 84         | 55        | 250         | 286       | 792             | 582       |
| 08:00          |                  | 178        | 42          |             |           | 77         | 54        |             |           |                 |           |
| 08:15          |                  | 164        | 51          |             |           | 82         | 55        |             |           |                 |           |
| 08:30          |                  | 135        | 47          |             |           | 61         | 75        |             |           |                 |           |
| 08:45          |                  | 149        | 45          | 626         | 185       | 78         | 50        | 298         | 234       | 924             | 419       |
| 09:00          |                  | 154        | 51          |             |           | 74         | 55        |             |           |                 |           |
| 09:15          |                  | 129        | 36          |             |           | 74         | 52        |             |           |                 |           |
| 09:30          |                  | 120        | 34          |             |           | 79         | 37        |             |           |                 |           |
| 09:45          |                  | 123        | 29          | 526         | 150       | 78         | 36        | 305         | 180       | 831             | 330       |
| 10:00          |                  | 137        | 33          |             |           | 77         | 29        |             |           |                 |           |
| 10:15          |                  | 100        | 28          |             |           | 101        | 27        |             |           |                 |           |
| 10:30          |                  | 83         | 18          |             |           | 84         | 22        |             |           |                 |           |
| 10:45          |                  | 113        | 14          | 433         | 93        | 91         | 22        | 353         | 100       | 786             | 193       |
| 11:00          |                  | 115        | 20          |             |           | 101        | 16        |             |           |                 |           |
| 11:15          |                  | 95         | 10          |             |           | 81         | 13        |             |           |                 |           |
| 11:30          |                  | 105        | 10          |             |           | 91         | 11        |             |           |                 |           |
| 11:45          |                  | 111        | 7           | 426         | 47        | 98         | 4         | 371         | 44        | 797             | 91        |
| Total          |                  | 3688       | 4025        | 3688        | 4025      | 2309       | 4323      | 2309        | 4323      | 5997            | 8348      |
| Combined Total |                  | 7713       |             | 7713        |           | 6632       |           | 6632        |           | 14345           |           |
| AM Peak        | -                | 08:00      | -           | -           | -         | 10:15      | -         | -           | -         | -               | -         |
| Vol.           | -                | 626        | -           | -           | -         | 377        | -         | -           | -         | -               | -         |
| P.H.F.         |                  | 0.879      |             |             |           | 0.933      |           |             |           |                 |           |
| PM Peak        | -                | -          | 03:30       | -           | -         | -          | 03:15     | -           | -         | -               | -         |
| Vol.           | -                | -          | 539         | -           | -         | -          | 622       | -           | -         | -               | -         |
| P.H.F.         |                  |            | 0.822       |             |           |            | 0.904     |             |           |                 |           |
| Percentage     |                  | 47.8%      | 52.2%       |             |           | 34.8%      | 65.2%     |             |           |                 |           |
| ADT/AADT       |                  | ADT 14,345 | AADT 14,345 |             |           |            |           |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
East Grand Boulevard  
S/ 6th Street  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: 951-268-6268  
email: counts@countsunlimited.com

COR005  
Site Code: 999-26153

| Start Time     | 2/26/2026<br>Thu | Northbound |            | Hour Totals |           | Southbound |            | Hour Totals |           | Combined Totals |           |
|----------------|------------------|------------|------------|-------------|-----------|------------|------------|-------------|-----------|-----------------|-----------|
|                |                  | Morning    | Afternoon  | Morning     | Afternoon | Morning    | Afternoon  | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |                  | 12         | 181        |             |           | 19         | 127        |             |           |                 |           |
| 12:15          |                  | 14         | 206        |             |           | 23         | 134        |             |           |                 |           |
| 12:30          |                  | 8          | 190        |             |           | 12         | 134        |             |           |                 |           |
| 12:45          |                  | 12         | 171        | 46          | 748       | 14         | 123        | 68          | 518       | 114             | 1266      |
| 01:00          |                  | 9          | 183        |             |           | 10         | 143        |             |           |                 |           |
| 01:15          |                  | 15         | 160        |             |           | 13         | 129        |             |           |                 |           |
| 01:30          |                  | 10         | 218        |             |           | 16         | 141        |             |           |                 |           |
| 01:45          |                  | 10         | 201        | 44          | 762       | 8          | 166        | 47          | 579       | 91              | 1341      |
| 02:00          |                  | 13         | 197        |             |           | 8          | 162        |             |           |                 |           |
| 02:15          |                  | 9          | 171        |             |           | 11         | 167        |             |           |                 |           |
| 02:30          |                  | 7          | 225        |             |           | 10         | 188        |             |           |                 |           |
| 02:45          |                  | 8          | 238        | 37          | 831       | 17         | 189        | 46          | 706       | 83              | 1537      |
| 03:00          |                  | 13         | 197        |             |           | 26         | 215        |             |           |                 |           |
| 03:15          |                  | 15         | 197        |             |           | 20         | 218        |             |           |                 |           |
| 03:30          |                  | 45         | 273        |             |           | 41         | 203        |             |           |                 |           |
| 03:45          |                  | 57         | 207        | 130         | 874       | 45         | <b>223</b> | 132         | 859       | 262             | 1733      |
| 04:00          |                  | 65         | 217        |             |           | 33         | <b>225</b> |             |           |                 |           |
| 04:15          |                  | 92         | 182        |             |           | 45         | <b>235</b> |             |           |                 |           |
| 04:30          |                  | 113        | <b>219</b> |             |           | 60         | <b>222</b> |             |           |                 |           |
| 04:45          |                  | 104        | <b>238</b> | 374         | 856       | 86         | 180        | 224         | 862       | 598             | 1718      |
| 05:00          |                  | 126        | <b>252</b> |             |           | 57         | 171        |             |           |                 |           |
| 05:15          |                  | 110        | <b>208</b> |             |           | 69         | 189        |             |           |                 |           |
| 05:30          |                  | 169        | 191        |             |           | 81         | 181        |             |           |                 |           |
| 05:45          |                  | 202        | 197        | 607         | 848       | 95         | 223        | 302         | 764       | 909             | 1612      |
| 06:00          |                  | 167        | 159        |             |           | 47         | 176        |             |           |                 |           |
| 06:15          |                  | 138        | 179        |             |           | 58         | 168        |             |           |                 |           |
| 06:30          |                  | 178        | 144        |             |           | 73         | 155        |             |           |                 |           |
| 06:45          |                  | 189        | 155        | 672         | 637       | 109        | 138        | 287         | 637       | 959             | 1274      |
| 07:00          |                  | 218        | 163        |             |           | 71         | 134        |             |           |                 |           |
| 07:15          |                  | 209        | 123        |             |           | 87         | 96         |             |           |                 |           |
| 07:30          |                  | 222        | 110        |             |           | 102        | 85         |             |           |                 |           |
| 07:45          |                  | <b>222</b> | 98         | 871         | 494       | 143        | 67         | 403         | 382       | 1274            | 876       |
| 08:00          |                  | <b>245</b> | 88         |             |           | 119        | 64         |             |           |                 |           |
| 08:15          |                  | <b>265</b> | 82         |             |           | 122        | 80         |             |           |                 |           |
| 08:30          |                  | <b>230</b> | 75         |             |           | 105        | 90         |             |           |                 |           |
| 08:45          |                  | 205        | 83         | 945         | 328       | 125        | 76         | 471         | 310       | 1416            | 638       |
| 09:00          |                  | 206        | 74         |             |           | 116        | 78         |             |           |                 |           |
| 09:15          |                  | 176        | 55         |             |           | 100        | 74         |             |           |                 |           |
| 09:30          |                  | 177        | 44         |             |           | 119        | 45         |             |           |                 |           |
| 09:45          |                  | 188        | 37         | 747         | 210       | 109        | 47         | 444         | 244       | 1191            | 454       |
| 10:00          |                  | 203        | 51         |             |           | 111        | 35         |             |           |                 |           |
| 10:15          |                  | 150        | 41         |             |           | <b>146</b> | 37         |             |           |                 |           |
| 10:30          |                  | 137        | 26         |             |           | <b>128</b> | 32         |             |           |                 |           |
| 10:45          |                  | 165        | 31         | 655         | 149       | <b>131</b> | 36         | 516         | 140       | 1171            | 289       |
| 11:00          |                  | 182        | 23         |             |           | <b>155</b> | 22         |             |           |                 |           |
| 11:15          |                  | 148        | 19         |             |           | 128        | 28         |             |           |                 |           |
| 11:30          |                  | 154        | 25         |             |           | 122        | 17         |             |           |                 |           |
| 11:45          |                  | 191        | 12         | 675         | 79        | 130        | 13         | 535         | 80        | 1210            | 159       |
| Total          |                  | 5803       | 6816       | 5803        | 6816      | 3475       | 6081       | 3475        | 6081      | 9278            | 12897     |
| Combined Total |                  | 12619      |            | 12619       |           | 9556       |            | 9556        |           | 22175           |           |
| AM Peak        | -                | 07:45      | -          | -           | -         | 10:15      | -          | -           | -         | -               | -         |
| Vol.           | -                | 962        | -          | -           | -         | 560        | -          | -           | -         | -               | -         |
| P.H.F.         |                  | 0.908      |            |             |           | 0.903      |            |             |           |                 |           |
| PM Peak        | -                | -          | 04:30      | -           | -         | -          | 03:45      | -           | -         | -               | -         |
| Vol.           | -                | -          | 917        | -           | -         | -          | 905        | -           | -         | -               | -         |
| P.H.F.         |                  |            | 0.840      |             |           |            | 0.963      |             |           |                 |           |
| Percentage     |                  | 46.0%      | 54.0%      |             |           | 36.4%      | 63.6%      |             |           |                 |           |
| ADT/AADT       |                  | ADT 22,175 |            | AADT 22,175 |           |            |            |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
Rimpau Avenue  
N/ 6th Street  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: 951-268-6268  
email: counts@countsunlimited.com

COR007  
Site Code: 999-26153

| Start Time     | 2/26/2026<br>Thu | Northbound |            | Hour Totals |           | Southbound |           | Hour Totals |           | Combined Totals |           |
|----------------|------------------|------------|------------|-------------|-----------|------------|-----------|-------------|-----------|-----------------|-----------|
|                |                  | Morning    | Afternoon  | Morning     | Afternoon | Morning    | Afternoon | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |                  | 3          | 23         |             |           | 0          | 19        |             |           |                 |           |
| 12:15          |                  | 0          | 19         |             |           | 0          | 9         |             |           |                 |           |
| 12:30          |                  | 1          | 33         |             |           | 0          | 18        |             |           |                 |           |
| 12:45          |                  | 1          | 33         | 5           | 108       | 1          | 23        | 1           | 69        | 6               | 177       |
| 01:00          |                  | 0          | 25         |             |           | 3          | 21        |             |           |                 |           |
| 01:15          |                  | 1          | 40         |             |           | 1          | 22        |             |           |                 |           |
| 01:30          |                  | 0          | 16         |             |           | 2          | 19        |             |           |                 |           |
| 01:45          |                  | 0          | 39         | 1           | 120       | 0          | 36        | 6           | 98        | 7               | 218       |
| 02:00          |                  | 4          | 36         |             |           | 2          | 40        |             |           |                 |           |
| 02:15          |                  | 3          | 40         |             |           | 1          | 41        |             |           |                 |           |
| 02:30          |                  | 0          | 52         |             |           | 1          | 51        |             |           |                 |           |
| 02:45          |                  | 0          | 46         | 7           | 174       | 1          | 56        | 5           | 188       | 12              | 362       |
| 03:00          |                  | 2          | 35         |             |           | 0          | 54        |             |           |                 |           |
| 03:15          |                  | 2          | 30         |             |           | 0          | 87        |             |           |                 |           |
| 03:30          |                  | 1          | 40         |             |           | 5          | 79        |             |           |                 |           |
| 03:45          |                  | 3          | 45         | 8           | 150       | 2          | 82        | 7           | 302       | 15              | 452       |
| 04:00          |                  | 1          | 51         |             |           | 3          | 86        |             |           |                 |           |
| 04:15          |                  | 1          | 31         |             |           | 3          | 127       |             |           |                 |           |
| 04:30          |                  | 10         | 37         |             |           | 3          | 128       |             |           |                 |           |
| 04:45          |                  | 14         | 75         | 26          | 194       | 11         | 107       | 20          | 448       | 46              | 642       |
| 05:00          |                  | 6          | 42         |             |           | 6          | 96        |             |           |                 |           |
| 05:15          |                  | 15         | 67         |             |           | 13         | 86        |             |           |                 |           |
| 05:30          |                  | 14         | 33         |             |           | 6          | 50        |             |           |                 |           |
| 05:45          |                  | 22         | 29         | 57          | 171       | 9          | 90        | 34          | 322       | 91              | 493       |
| 06:00          |                  | 19         | 24         |             |           | 11         | 42        |             |           |                 |           |
| 06:15          |                  | 12         | 29         |             |           | 3          | 42        |             |           |                 |           |
| 06:30          |                  | 16         | 13         |             |           | 7          | 33        |             |           |                 |           |
| 06:45          |                  | 25         | 6          | 72          | 72        | 14         | 20        | 35          | 137       | 107             | 209       |
| 07:00          |                  | 22         | 25         |             |           | 12         | 17        |             |           |                 |           |
| 07:15          |                  | 25         | 12         |             |           | 20         | 15        |             |           |                 |           |
| 07:30          |                  | 40         | 14         |             |           | 30         | 12        |             |           |                 |           |
| 07:45          |                  | 45         | 19         | 132         | 70        | 36         | 11        | 98          | 55        | 230             | 125       |
| 08:00          |                  | 27         | 8          |             |           | 33         | 13        |             |           |                 |           |
| 08:15          |                  | 35         | 9          |             |           | 35         | 8         |             |           |                 |           |
| 08:30          |                  | 34         | 12         |             |           | 23         | 12        |             |           |                 |           |
| 08:45          |                  | 21         | 12         | 117         | 41        | 15         | 11        | 106         | 44        | 223             | 85        |
| 09:00          |                  | 27         | 12         |             |           | 12         | 7         |             |           |                 |           |
| 09:15          |                  | 19         | 13         |             |           | 13         | 8         |             |           |                 |           |
| 09:30          |                  | 20         | 7          |             |           | 19         | 7         |             |           |                 |           |
| 09:45          |                  | 34         | 5          | 100         | 37        | 12         | 2         | 56          | 24        | 156             | 61        |
| 10:00          |                  | 24         | 7          |             |           | 14         | 4         |             |           |                 |           |
| 10:15          |                  | 19         | 11         |             |           | 14         | 6         |             |           |                 |           |
| 10:30          |                  | 24         | 8          |             |           | 19         | 2         |             |           |                 |           |
| 10:45          |                  | 22         | 3          | 89          | 29        | 13         | 1         | 60          | 13        | 149             | 42        |
| 11:00          |                  | 32         | 4          |             |           | 13         | 2         |             |           |                 |           |
| 11:15          |                  | 18         | 1          |             |           | 14         | 2         |             |           |                 |           |
| 11:30          |                  | 28         | 3          |             |           | 20         | 3         |             |           |                 |           |
| 11:45          |                  | 28         | 1          | 106         | 9         | 14         | 3         | 61          | 10        | 167             | 19        |
| Total          |                  | 720        | 1175       | 720         | 1175      | 489        | 1710      | 489         | 1710      | 1209            | 2885      |
| Combined Total |                  | 1895       |            | 1895        |           | 2199       |           | 2199        |           | 4094            |           |
| AM Peak        | -                | 07:30      | -          | -           | -         | 07:30      | -         | -           | -         | -               | -         |
| Vol.           | -                | 147        | -          | -           | -         | 134        | -         | -           | -         | -               | -         |
| P.H.F.         |                  | 0.817      |            |             |           | 0.931      |           |             |           |                 |           |
| PM Peak        | -                | -          | 04:30      | -           | -         | -          | 04:15     | -           | -         | -               | -         |
| Vol.           | -                | -          | 221        | -           | -         | -          | 458       | -           | -         | -               | -         |
| P.H.F.         |                  |            | 0.737      |             |           |            | 0.895     |             |           |                 |           |
| Percentage     |                  | 38.0%      | 62.0%      |             |           | 22.2%      | 77.8%     |             |           |                 |           |
| ADT/AADT       |                  | ADT 4,094  | AADT 4,094 |             |           |            |           |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
Rimpau Avenue  
S/ 6th Street  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: 951-268-6268  
email: counts@countsunlimited.com

COR010  
Site Code: 999-26153

| Start Time     | 2/26/2026<br>Thu | Northbound |            | Hour Totals |           | Southbound |           | Hour Totals |           | Combined Totals |           |
|----------------|------------------|------------|------------|-------------|-----------|------------|-----------|-------------|-----------|-----------------|-----------|
|                |                  | Morning    | Afternoon  | Morning     | Afternoon | Morning    | Afternoon | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |                  | 7          | 84         |             |           | 8          | 55        |             |           |                 |           |
| 12:15          |                  | 3          | 74         |             |           | 10         | 39        |             |           |                 |           |
| 12:30          |                  | 4          | 90         |             |           | 4          | 44        |             |           |                 |           |
| 12:45          |                  | 1          | 80         | 15          | 328       | 11         | 50        | 33          | 188       | 48              | 516       |
| 01:00          |                  | 5          | 83         |             |           | 3          | 58        |             |           |                 |           |
| 01:15          |                  | 2          | 89         |             |           | 2          | 56        |             |           |                 |           |
| 01:30          |                  | 4          | 68         |             |           | 5          | 67        |             |           |                 |           |
| 01:45          |                  | 3          | 87         | 14          | 327       | 3          | 77        | 13          | 258       | 27              | 585       |
| 02:00          |                  | 6          | 83         |             |           | 5          | 86        |             |           |                 |           |
| 02:15          |                  | 1          | 116        |             |           | 3          | 55        |             |           |                 |           |
| 02:30          |                  | 0          | 103        |             |           | 3          | 87        |             |           |                 |           |
| 02:45          |                  | 3          | 113        | 10          | 415       | 6          | 108       | 17          | 336       | 27              | 751       |
| 03:00          |                  | 10         | 112        |             |           | 1          | 84        |             |           |                 |           |
| 03:15          |                  | 7          | 124        |             |           | 1          | 110       |             |           |                 |           |
| 03:30          |                  | 13         | 115        |             |           | 6          | 126       |             |           |                 |           |
| 03:45          |                  | 9          | 139        | 39          | 490       | 8          | 103       | 16          | 423       | 55              | 913       |
| 04:00          |                  | 12         | 159        |             |           | 4          | 99        |             |           |                 |           |
| 04:15          |                  | 23         | 130        |             |           | 10         | 93        |             |           |                 |           |
| 04:30          |                  | 32         | 106        |             |           | 6          | 129       |             |           |                 |           |
| 04:45          |                  | 44         | 105        | 111         | 500       | 9          | 135       | 29          | 456       | 140             | 956       |
| 05:00          |                  | 36         | 118        |             |           | 21         | 123       |             |           |                 |           |
| 05:15          |                  | 33         | 119        |             |           | 16         | 109       |             |           |                 |           |
| 05:30          |                  | 41         | 115        |             |           | 20         | 90        |             |           |                 |           |
| 05:45          |                  | 58         | 93         | 168         | 445       | 19         | 113       | 76          | 435       | 244             | 880       |
| 06:00          |                  | 43         | 77         |             |           | 23         | 68        |             |           |                 |           |
| 06:15          |                  | 33         | 76         |             |           | 14         | 73        |             |           |                 |           |
| 06:30          |                  | 43         | 60         |             |           | 22         | 59        |             |           |                 |           |
| 06:45          |                  | 47         | 50         | 166         | 263       | 35         | 52        | 94          | 252       | 260             | 515       |
| 07:00          |                  | 68         | 51         |             |           | 29         | 52        |             |           |                 |           |
| 07:15          |                  | 75         | 50         |             |           | 50         | 52        |             |           |                 |           |
| 07:30          |                  | 75         | 49         |             |           | 73         | 36        |             |           |                 |           |
| 07:45          |                  | 112        | 38         | 330         | 188       | 86         | 29        | 238         | 169       | 568             | 357       |
| 08:00          |                  | 76         | 33         |             |           | 89         | 39        |             |           |                 |           |
| 08:15          |                  | 99         | 44         |             |           | 75         | 32        |             |           |                 |           |
| 08:30          |                  | 99         | 32         |             |           | 43         | 41        |             |           |                 |           |
| 08:45          |                  | 90         | 22         | 364         | 131       | 35         | 34        | 242         | 146       | 606             | 277       |
| 09:00          |                  | 76         | 30         |             |           | 47         | 25        |             |           |                 |           |
| 09:15          |                  | 70         | 18         |             |           | 40         | 38        |             |           |                 |           |
| 09:30          |                  | 93         | 20         |             |           | 42         | 19        |             |           |                 |           |
| 09:45          |                  | 78         | 22         | 317         | 90        | 56         | 21        | 185         | 103       | 502             | 193       |
| 10:00          |                  | 62         | 17         |             |           | 45         | 16        |             |           |                 |           |
| 10:15          |                  | 63         | 17         |             |           | 48         | 20        |             |           |                 |           |
| 10:30          |                  | 70         | 15         |             |           | 42         | 10        |             |           |                 |           |
| 10:45          |                  | 66         | 11         | 261         | 60        | 44         | 12        | 179         | 58        | 440             | 118       |
| 11:00          |                  | 95         | 4          |             |           | 57         | 6         |             |           |                 |           |
| 11:15          |                  | 71         | 6          |             |           | 47         | 6         |             |           |                 |           |
| 11:30          |                  | 62         | 14         |             |           | 38         | 11        |             |           |                 |           |
| 11:45          |                  | 83         | 5          | 311         | 29        | 40         | 7         | 182         | 30        | 493             | 59        |
| Total          |                  | 2106       | 3266       | 2106        | 3266      | 1304       | 2854      | 1304        | 2854      | 3410            | 6120      |
| Combined Total |                  | 5372       |            | 5372        |           | 4158       |           | 4158        |           | 9530            |           |
| AM Peak        | -                | 07:45      | -          | -           | -         | 07:30      | -         | -           | -         | -               | -         |
| Vol.           | -                | 386        | -          | -           | -         | 323        | -         | -           | -         | -               | -         |
| P.H.F.         |                  | 0.862      |            |             |           | 0.907      |           |             |           |                 |           |
| PM Peak        | -                | -          | 03:30      | -           | -         | -          | 04:30     | -           | -         | -               | -         |
| Vol.           | -                | -          | 543        | -           | -         | -          | 496       | -           | -         | -               | -         |
| P.H.F.         |                  |            | 0.854      |             |           |            | 0.919     |             |           |                 |           |
| Percentage     |                  | 39.2%      | 60.8%      |             |           | 31.4%      | 68.6%     |             |           |                 |           |
| ADT/AADT       |                  | ADT 9,530  | AADT 9,530 |             |           |            |           |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
6th Street  
B/ East Grand Boulevard - Rimpau Avenue  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: 951-268-6268  
email: counts@countsunlimited.com

COR002S  
Site Code: 999-26153

| Start Time     | 2/28/2026 Sat | Eastbound  |             | Hour Totals |           | Westbound  |            | Hour Totals |           | Combined Totals |           |
|----------------|---------------|------------|-------------|-------------|-----------|------------|------------|-------------|-----------|-----------------|-----------|
|                |               | Morning    | Afternoon   | Morning     | Afternoon | Morning    | Afternoon  | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |               | 24         | <b>157</b>  |             |           | 27         | 186        |             |           |                 |           |
| 12:15          |               | 24         | <b>159</b>  |             |           | 23         | 176        |             |           |                 |           |
| 12:30          |               | 11         | <b>146</b>  |             |           | 13         | 183        |             |           |                 |           |
| 12:45          |               | 16         | <b>144</b>  | 75          | 606       | 12         | 184        | 75          | 729       | 150             | 1335      |
| 01:00          |               | 8          | 148         |             |           | 3          | <b>206</b> |             |           |                 |           |
| 01:15          |               | 16         | 152         |             |           | 11         | <b>166</b> |             |           |                 |           |
| 01:30          |               | 15         | 154         |             |           | 13         | <b>193</b> |             |           |                 |           |
| 01:45          |               | 7          | 147         | 46          | 601       | 15         | <b>213</b> | 42          | 778       | 88              | 1379      |
| 02:00          |               | 12         | 136         |             |           | 6          | 160        |             |           |                 |           |
| 02:15          |               | 7          | 159         |             |           | 11         | 188        |             |           |                 |           |
| 02:30          |               | 8          | 153         |             |           | 10         | 191        |             |           |                 |           |
| 02:45          |               | 16         | 123         | 43          | 571       | 9          | 200        | 36          | 739       | 79              | 1310      |
| 03:00          |               | 23         | 128         |             |           | 16         | 174        |             |           |                 |           |
| 03:15          |               | 19         | 125         |             |           | 7          | 162        |             |           |                 |           |
| 03:30          |               | 25         | 109         |             |           | 47         | 193        |             |           |                 |           |
| 03:45          |               | 23         | 127         | 90          | 489       | 42         | 147        | 112         | 676       | 202             | 1165      |
| 04:00          |               | 15         | 113         |             |           | 43         | 143        |             |           |                 |           |
| 04:15          |               | 18         | 112         |             |           | 58         | 122        |             |           |                 |           |
| 04:30          |               | 17         | 99          |             |           | 36         | 136        |             |           |                 |           |
| 04:45          |               | 43         | 118         | 93          | 442       | 39         | 143        | 176         | 544       | 269             | 986       |
| 05:00          |               | 43         | 104         |             |           | 38         | 156        |             |           |                 |           |
| 05:15          |               | 42         | 129         |             |           | 63         | 154        |             |           |                 |           |
| 05:30          |               | 36         | 119         |             |           | 87         | 173        |             |           |                 |           |
| 05:45          |               | 36         | 119         | 157         | 471       | 65         | 169        | 253         | 652       | 410             | 1123      |
| 06:00          |               | 36         | 106         |             |           | 67         | 134        |             |           |                 |           |
| 06:15          |               | 39         | 132         |             |           | 49         | 135        |             |           |                 |           |
| 06:30          |               | 39         | 120         |             |           | 51         | 145        |             |           |                 |           |
| 06:45          |               | 65         | 113         | 179         | 471       | 78         | 127        | 245         | 541       | 424             | 1012      |
| 07:00          |               | 59         | 47          |             |           | 56         | 150        |             |           |                 |           |
| 07:15          |               | 57         | 79          |             |           | 73         | 108        |             |           |                 |           |
| 07:30          |               | 57         | 85          |             |           | 79         | 79         |             |           |                 |           |
| 07:45          |               | 88         | 76          | 261         | 287       | 87         | 76         | 295         | 413       | 556             | 700       |
| 08:00          |               | 82         | 98          |             |           | 104        | 86         |             |           |                 |           |
| 08:15          |               | 105        | 65          |             |           | 98         | 68         |             |           |                 |           |
| 08:30          |               | 83         | 57          |             |           | 131        | 65         |             |           |                 |           |
| 08:45          |               | 111        | 78          | 381         | 298       | 161        | 70         | 494         | 289       | 875             | 587       |
| 09:00          |               | 90         | 65          |             |           | 120        | 74         |             |           |                 |           |
| 09:15          |               | 123        | 65          |             |           | 171        | 48         |             |           |                 |           |
| 09:30          |               | 126        | 52          |             |           | 138        | 56         |             |           |                 |           |
| 09:45          |               | 153        | 54          | 492         | 236       | 143        | 51         | 572         | 229       | 1064            | 465       |
| 10:00          |               | 117        | 41          |             |           | 166        | 60         |             |           |                 |           |
| 10:15          |               | 133        | 35          |             |           | 168        | 53         |             |           |                 |           |
| 10:30          |               | 152        | 32          |             |           | 171        | 32         |             |           |                 |           |
| 10:45          |               | 126        | 32          | 528         | 140       | 167        | 35         | 672         | 180       | 1200            | 320       |
| 11:00          |               | <b>141</b> | 27          |             |           | <b>191</b> | 27         |             |           |                 |           |
| 11:15          |               | <b>149</b> | 24          |             |           | <b>229</b> | 40         |             |           |                 |           |
| 11:30          |               | <b>160</b> | 28          |             |           | <b>206</b> | 29         |             |           |                 |           |
| 11:45          |               | <b>132</b> | 16          | 582         | 95        | <b>174</b> | 27         | 800         | 123       | 1382            | 218       |
| Total          |               | 2927       | 4707        | 2927        | 4707      | 3772       | 5893       | 3772        | 5893      | 6699            | 10600     |
| Combined Total |               | 7634       |             | 7634        |           | 9665       |            | 9665        |           | 17299           |           |
| AM Peak        | -             | 11:00      | -           | -           | -         | 11:00      | -          | -           | -         | -               | -         |
| Vol.           | -             | 582        | -           | -           | -         | 800        | -          | -           | -         | -               | -         |
| P.H.F.         |               | 0.909      |             |             |           | 0.873      |            |             |           |                 |           |
| PM Peak        | -             | -          | 12:00       | -           | -         | -          | 01:00      | -           | -         | -               | -         |
| Vol.           | -             | -          | 606         | -           | -         | -          | 778        | -           | -         | -               | -         |
| P.H.F.         |               |            | 0.953       |             |           |            | 0.913      |             |           |                 |           |
| Percentage     |               | 38.3%      | 61.7%       |             |           | 39.0%      | 61.0%      |             |           |                 |           |
| ADT/AADT       |               | ADT 17,299 | AADT 17,299 |             |           |            |            |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
6th Street  
E/ East Grand Boulevard  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: 951-268-6268  
email: counts@countsunlimited.com

COR003S  
Site Code: 999-26153

| Start Time     | 2/28/2026 Sat | Eastbound  |             | Hour Totals |           | Westbound  |            | Hour Totals |           | Combined Totals |           |
|----------------|---------------|------------|-------------|-------------|-----------|------------|------------|-------------|-----------|-----------------|-----------|
|                |               | Morning    | Afternoon   | Morning     | Afternoon | Morning    | Afternoon  | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |               | 17         | 149         |             |           | 24         | 115        |             |           |                 |           |
| 12:15          |               | 16         | 126         |             |           | 20         | 108        |             |           |                 |           |
| 12:30          |               | 10         | <b>146</b>  |             |           | 17         | 100        |             |           |                 |           |
| 12:45          |               | 10         | <b>151</b>  | 53          | 572       | 18         | <b>118</b> | 79          | 441       | 132             | 1013      |
| 01:00          |               | 3          | <b>156</b>  |             |           | 20         | <b>119</b> |             |           |                 |           |
| 01:15          |               | 10         | <b>135</b>  |             |           | 12         | <b>102</b> |             |           |                 |           |
| 01:30          |               | 14         | 135         |             |           | 8          | <b>118</b> |             |           |                 |           |
| 01:45          |               | 12         | 156         | 39          | 582       | 12         | 96         | 52          | 435       | 91              | 1017      |
| 02:00          |               | 12         | 131         |             |           | 12         | 121        |             |           |                 |           |
| 02:15          |               | 8          | 120         |             |           | 7          | 94         |             |           |                 |           |
| 02:30          |               | 10         | 145         |             |           | 8          | 113        |             |           |                 |           |
| 02:45          |               | 4          | 142         | 34          | 538       | 11         | 102        | 38          | 430       | 72              | 968       |
| 03:00          |               | 9          | 124         |             |           | 6          | 82         |             |           |                 |           |
| 03:15          |               | 9          | 109         |             |           | 3          | 94         |             |           |                 |           |
| 03:30          |               | 39         | 132         |             |           | 18         | 83         |             |           |                 |           |
| 03:45          |               | 46         | 101         | 103         | 466       | 9          | 105        | 36          | 364       | 139             | 830       |
| 04:00          |               | 48         | 107         |             |           | 14         | 84         |             |           |                 |           |
| 04:15          |               | 60         | 103         |             |           | 7          | 90         |             |           |                 |           |
| 04:30          |               | 43         | 116         |             |           | 6          | 80         |             |           |                 |           |
| 04:45          |               | 44         | 106         | 195         | 432       | 21         | 112        | 48          | 366       | 243             | 798       |
| 05:00          |               | 29         | 109         |             |           | 23         | 80         |             |           |                 |           |
| 05:15          |               | 65         | 103         |             |           | 14         | 95         |             |           |                 |           |
| 05:30          |               | 68         | 82          |             |           | 19         | 91         |             |           |                 |           |
| 05:45          |               | 78         | 103         | 240         | 397       | 23         | 74         | 79          | 340       | 319             | 737       |
| 06:00          |               | 55         | 108         |             |           | 15         | 88         |             |           |                 |           |
| 06:15          |               | 54         | 111         |             |           | 27         | 85         |             |           |                 |           |
| 06:30          |               | 45         | 109         |             |           | 16         | 88         |             |           |                 |           |
| 06:45          |               | 45         | 93          | 199         | 421       | 35         | 73         | 93          | 334       | 292             | 755       |
| 07:00          |               | 48         | 112         |             |           | 20         | 68         |             |           |                 |           |
| 07:15          |               | 74         | 101         |             |           | 34         | 70         |             |           |                 |           |
| 07:30          |               | 82         | 72          |             |           | 48         | 62         |             |           |                 |           |
| 07:45          |               | 72         | 59          | 276         | 344       | 62         | 63         | 164         | 263       | 440             | 607       |
| 08:00          |               | 74         | 78          |             |           | 53         | 50         |             |           |                 |           |
| 08:15          |               | 82         | 46          |             |           | 70         | 47         |             |           |                 |           |
| 08:30          |               | 102        | 41          |             |           | 61         | 48         |             |           |                 |           |
| 08:45          |               | 117        | 52          | 375         | 217       | 90         | 47         | 274         | 192       | 649             | 409       |
| 09:00          |               | 88         | 51          |             |           | 87         | 54         |             |           |                 |           |
| 09:15          |               | 117        | 40          |             |           | 84         | 43         |             |           |                 |           |
| 09:30          |               | 108        | 45          |             |           | 82         | 41         |             |           |                 |           |
| 09:45          |               | 114        | 42          | 427         | 178       | 109        | 39         | 362         | 177       | 789             | 355       |
| 10:00          |               | 135        | 35          |             |           | 94         | 36         |             |           |                 |           |
| 10:15          |               | 145        | 40          |             |           | 101        | 43         |             |           |                 |           |
| 10:30          |               | 151        | 26          |             |           | 88         | 32         |             |           |                 |           |
| 10:45          |               | <b>143</b> | 22          | 574         | 123       | 85         | 27         | 368         | 138       | 942             | 261       |
| 11:00          |               | <b>140</b> | 31          |             |           | <b>111</b> | 28         |             |           |                 |           |
| 11:15          |               | <b>164</b> | 35          |             |           | <b>115</b> | 24         |             |           |                 |           |
| 11:30          |               | <b>164</b> | 21          |             |           | <b>93</b>  | 32         |             |           |                 |           |
| 11:45          |               | 122        | 29          | 590         | 116       | <b>118</b> | 20         | 437         | 104       | 1027            | 220       |
| Total          |               | 3105       | 4386        | 3105        | 4386      | 2030       | 3584       | 2030        | 3584      | 5135            | 7970      |
| Combined Total |               | 7491       |             | 7491        |           | 5614       |            | 5614        |           | 13105           |           |
| AM Peak        | -             | 10:45      | -           | -           | -         | 11:00      | -          | -           | -         | -               | -         |
| Vol.           | -             | 611        | -           | -           | -         | 437        | -          | -           | -         | -               | -         |
| P.H.F.         |               | 0.931      |             |             |           | 0.926      |            |             |           |                 |           |
| PM Peak        | -             | -          | 00:30       | -           | -         | -          | 00:45      | -           | -         | -               | -         |
| Vol.           | -             | -          | 588         | -           | -         | -          | 457        | -           | -         | -               | -         |
| P.H.F.         |               |            | 0.942       |             |           |            | 0.960      |             |           |                 |           |
| Percentage     |               | 41.4%      | 58.6%       |             |           | 36.2%      | 63.8%      |             |           |                 |           |
| ADT/AADT       |               | ADT 13,105 | AADT 13,105 |             |           |            |            |             |           |                 |           |



# Counts Unlimited, Inc.

City of Corona  
6th Street  
E/ Rimpau Avenue  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: 951-268-6268  
email: counts@countsunlimited.com

COR012S  
Site Code: 999-26153

| Start Time     | 2/28/2026 Sat | Eastbound  |             | Hour Totals |           | Westbound  |            | Hour Totals |           | Combined Totals |           |
|----------------|---------------|------------|-------------|-------------|-----------|------------|------------|-------------|-----------|-----------------|-----------|
|                |               | Morning    | Afternoon   | Morning     | Afternoon | Morning    | Afternoon  | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |               | 20         | 150         |             |           | 24         | 168        |             |           |                 |           |
| 12:15          |               | 19         | 160         |             |           | 18         | 159        |             |           |                 |           |
| 12:30          |               | 11         | 122         |             |           | 7          | 178        |             |           |                 |           |
| 12:45          |               | 17         | 137         | 67          | 569       | 10         | 148        | 59          | 653       | 126             | 1222      |
| 01:00          |               | 10         | <b>159</b>  |             |           | 3          | 197        |             |           |                 |           |
| 01:15          |               | 14         | <b>155</b>  |             |           | 11         | 140        |             |           |                 |           |
| 01:30          |               | 11         | <b>152</b>  |             |           | 15         | 177        |             |           |                 |           |
| 01:45          |               | 5          | <b>159</b>  | 40          | 625       | 13         | 190        | 42          | 704       | 82              | 1329      |
| 02:00          |               | 11         | 114         |             |           | 5          | 159        |             |           |                 |           |
| 02:15          |               | 6          | 148         |             |           | 9          | <b>186</b> |             |           |                 |           |
| 02:30          |               | 7          | 151         |             |           | 12         | <b>178</b> |             |           |                 |           |
| 02:45          |               | 11         | 110         | 35          | 523       | 8          | <b>176</b> | 34          | 699       | 69              | 1222      |
| 03:00          |               | 20         | 116         |             |           | 9          | <b>178</b> |             |           |                 |           |
| 03:15          |               | 19         | 114         |             |           | 8          | 135        |             |           |                 |           |
| 03:30          |               | 20         | 99          |             |           | 43         | 170        |             |           |                 |           |
| 03:45          |               | 31         | 120         | 90          | 449       | 38         | 148        | 98          | 631       | 188             | 1080      |
| 04:00          |               | 15         | 100         |             |           | 42         | 132        |             |           |                 |           |
| 04:15          |               | 20         | 114         |             |           | 53         | 120        |             |           |                 |           |
| 04:30          |               | 20         | 86          |             |           | 30         | 131        |             |           |                 |           |
| 04:45          |               | 47         | 124         | 102         | 424       | 35         | 138        | 160         | 521       | 262             | 945       |
| 05:00          |               | 36         | 104         |             |           | 41         | 159        |             |           |                 |           |
| 05:15          |               | 40         | 125         |             |           | 59         | 160        |             |           |                 |           |
| 05:30          |               | 36         | 115         |             |           | 80         | 180        |             |           |                 |           |
| 05:45          |               | 37         | 118         | 149         | 462       | 60         | 140        | 240         | 639       | 389             | 1101      |
| 06:00          |               | 40         | 96          |             |           | 57         | 128        |             |           |                 |           |
| 06:15          |               | 44         | 128         |             |           | 51         | 127        |             |           |                 |           |
| 06:30          |               | 36         | 122         |             |           | 51         | 132        |             |           |                 |           |
| 06:45          |               | 60         | 108         | 180         | 454       | 69         | 120        | 228         | 507       | 408             | 961       |
| 07:00          |               | 63         | 44          |             |           | 52         | 122        |             |           |                 |           |
| 07:15          |               | 49         | 71          |             |           | 56         | 102        |             |           |                 |           |
| 07:30          |               | 61         | 75          |             |           | 71         | 73         |             |           |                 |           |
| 07:45          |               | 84         | 71          | 257         | 261       | 81         | 65         | 260         | 362       | 517             | 623       |
| 08:00          |               | 74         | 82          |             |           | 91         | 79         |             |           |                 |           |
| 08:15          |               | 103        | 61          |             |           | 94         | 64         |             |           |                 |           |
| 08:30          |               | 74         | 47          |             |           | 115        | 61         |             |           |                 |           |
| 08:45          |               | 106        | 58          | 357         | 248       | 126        | 61         | 426         | 265       | 783             | 513       |
| 09:00          |               | 85         | 56          |             |           | 105        | 64         |             |           |                 |           |
| 09:15          |               | 118        | 54          |             |           | 163        | 32         |             |           |                 |           |
| 09:30          |               | 124        | 54          |             |           | 112        | 46         |             |           |                 |           |
| 09:45          |               | 148        | 51          | 475         | 215       | 127        | 46         | 507         | 188       | 982             | 403       |
| 10:00          |               | 113        | 31          |             |           | 158        | 56         |             |           |                 |           |
| 10:15          |               | 127        | 37          |             |           | 160        | 47         |             |           |                 |           |
| 10:30          |               | <b>152</b> | 24          |             |           | 161        | 23         |             |           |                 |           |
| 10:45          |               | <b>140</b> | 28          | 532         | 120       | <b>152</b> | 32         | 631         | 158       | 1163            | 278       |
| 11:00          |               | <b>146</b> | 20          |             |           | <b>181</b> | 22         |             |           |                 |           |
| 11:15          |               | <b>154</b> | 22          |             |           | <b>182</b> | 36         |             |           |                 |           |
| 11:30          |               | 147        | 27          |             |           | <b>194</b> | 26         |             |           |                 |           |
| 11:45          |               | 134        | 18          | 581         | 87        | 146        | 25         | 703         | 109       | 1284            | 196       |
| Total          |               | 2865       | 4437        | 2865        | 4437      | 3388       | 5436       | 3388        | 5436      | 6253            | 9873      |
| Combined Total |               | 7302       |             | 7302        |           | 8824       |            | 8824        |           | 16126           |           |
| AM Peak        | -             | 10:30      | -           | -           | -         | 10:45      | -          | -           | -         | -               | -         |
| Vol.           | -             | 592        | -           | -           | -         | 709        | -          | -           | -         | -               | -         |
| P.H.F.         |               | 0.961      |             |             |           | 0.914      |            |             |           |                 |           |
| PM Peak        | -             | -          | 01:00       | -           | -         | -          | 02:15      | -           | -         | -               | -         |
| Vol.           | -             | -          | 625         | -           | -         | -          | 718        | -           | -         | -               | -         |
| P.H.F.         |               |            | 0.983       |             |           |            | 0.965      |             |           |                 |           |
| Percentage     |               | 39.2%      | 60.8%       |             |           | 38.4%      | 61.6%      |             |           |                 |           |
| ADT/AADT       |               | ADT 16,126 | AADT 16,126 |             |           |            |            |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
6th Street  
W/ East Grand Boulevard  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: 951-268-6268  
email: counts@countsunlimited.com

COR001S  
Site Code: 999-26153

| Start Time     | 2/28/2026 Sat | Eastbound  |            | Hour Totals |           | Westbound |            | Hour Totals |           | Combined Totals |           |
|----------------|---------------|------------|------------|-------------|-----------|-----------|------------|-------------|-----------|-----------------|-----------|
|                |               | Morning    | Afternoon  | Morning     | Afternoon | Morning   | Afternoon  | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |               | 13         | <b>105</b> |             |           | 16        | 82         |             |           |                 |           |
| 12:15          |               | 9          | <b>83</b>  |             |           | 14        | <b>88</b>  |             |           |                 |           |
| 12:30          |               | 10         | <b>103</b> |             |           | 12        | <b>91</b>  |             |           |                 |           |
| 12:45          |               | 5          | <b>88</b>  | 37          | 379       | 14        | <b>93</b>  | 56          | 354       | 93              | 733       |
| 01:00          |               | 4          | 76         |             |           | 14        | <b>100</b> |             |           |                 |           |
| 01:15          |               | 11         | 104        |             |           | 12        | 86         |             |           |                 |           |
| 01:30          |               | 12         | 88         |             |           | 4         | 86         |             |           |                 |           |
| 01:45          |               | 3          | 97         | 30          | 365       | 7         | 79         | 37          | 351       | 67              | 716       |
| 02:00          |               | 11         | 80         |             |           | 3         | 89         |             |           |                 |           |
| 02:15          |               | 3          | 83         |             |           | 6         | 86         |             |           |                 |           |
| 02:30          |               | 6          | 94         |             |           | 5         | 86         |             |           |                 |           |
| 02:45          |               | 3          | 95         | 23          | 352       | 6         | 84         | 20          | 345       | 43              | 697       |
| 03:00          |               | 8          | 78         |             |           | 2         | 79         |             |           |                 |           |
| 03:15          |               | 8          | 78         |             |           | 0         | 83         |             |           |                 |           |
| 03:30          |               | 14         | 79         |             |           | 7         | 74         |             |           |                 |           |
| 03:45          |               | 22         | 94         | 52          | 329       | 5         | 90         | 14          | 326       | 66              | 655       |
| 04:00          |               | 17         | 76         |             |           | 5         | 80         |             |           |                 |           |
| 04:15          |               | 20         | 86         |             |           | 5         | 80         |             |           |                 |           |
| 04:30          |               | 18         | 102        |             |           | 6         | 73         |             |           |                 |           |
| 04:45          |               | 18         | 81         | 73          | 345       | 3         | 98         | 19          | 331       | 92              | 676       |
| 05:00          |               | 14         | 79         |             |           | 8         | 73         |             |           |                 |           |
| 05:15          |               | 25         | 66         |             |           | 6         | 75         |             |           |                 |           |
| 05:30          |               | 30         | 67         |             |           | 9         | 93         |             |           |                 |           |
| 05:45          |               | 34         | 75         | 103         | 287       | 15        | 78         | 38          | 319       | 141             | 606       |
| 06:00          |               | 35         | 86         |             |           | 6         | 71         |             |           |                 |           |
| 06:15          |               | 30         | 87         |             |           | 16        | 68         |             |           |                 |           |
| 06:30          |               | 36         | 76         |             |           | 11        | 73         |             |           |                 |           |
| 06:45          |               | 37         | 64         | 138         | 313       | 32        | 60         | 65          | 272       | 203             | 585       |
| 07:00          |               | 38         | 70         |             |           | 17        | 72         |             |           |                 |           |
| 07:15          |               | 54         | 69         |             |           | 22        | 41         |             |           |                 |           |
| 07:30          |               | 56         | 68         |             |           | 35        | 58         |             |           |                 |           |
| 07:45          |               | 66         | 56         | 214         | 263       | 46        | 57         | 120         | 228       | 334             | 491       |
| 08:00          |               | 59         | 76         |             |           | 36        | 53         |             |           |                 |           |
| 08:15          |               | 70         | 47         |             |           | 31        | 49         |             |           |                 |           |
| 08:30          |               | 71         | 43         |             |           | 46        | 47         |             |           |                 |           |
| 08:45          |               | 91         | 40         | 291         | 206       | 69        | 47         | 182         | 196       | 473             | 402       |
| 09:00          |               | 77         | 38         |             |           | 64        | 44         |             |           |                 |           |
| 09:15          |               | 98         | 28         |             |           | 65        | 25         |             |           |                 |           |
| 09:30          |               | 91         | 37         |             |           | 66        | 33         |             |           |                 |           |
| 09:45          |               | 94         | 33         | 360         | 136       | 77        | 35         | 272         | 137       | 632             | 273       |
| 10:00          |               | 93         | 27         |             |           | 66        | 32         |             |           |                 |           |
| 10:15          |               | <b>110</b> | 29         |             |           | 67        | 35         |             |           |                 |           |
| 10:30          |               | <b>135</b> | 25         |             |           | 68        | 21         |             |           |                 |           |
| 10:45          |               | <b>102</b> | 15         | 440         | 96        | 72        | 29         | 273         | 117       | 713             | 213       |
| 11:00          |               | <b>98</b>  | 29         |             |           | <b>87</b> | 23         |             |           |                 |           |
| 11:15          |               | 106        | 25         |             |           | <b>95</b> | 18         |             |           |                 |           |
| 11:30          |               | 109        | 17         |             |           | <b>72</b> | 29         |             |           |                 |           |
| 11:45          |               | 90         | 20         | 403         | 91        | <b>97</b> | 19         | 351         | 89        | 754             | 180       |
| Total          |               | 2164       | 3162       | 2164        | 3162      | 1447      | 3065       | 1447        | 3065      | 3611            | 6227      |
| Combined Total |               | 5326       |            | 5326        |           | 4512      |            | 4512        |           | 9838            |           |
| AM Peak        | -             | 10:15      | -          | -           | -         | 11:00     | -          | -           | -         | -               | -         |
| Vol.           | -             | 445        | -          | -           | -         | 351       | -          | -           | -         | -               | -         |
| P.H.F.         |               | 0.824      |            |             |           | 0.905     |            |             |           |                 |           |
| PM Peak        | -             | -          | 12:00      | -           | -         | -         | 00:15      | -           | -         | -               | -         |
| Vol.           | -             | -          | 379        | -           | -         | -         | 372        | -           | -         | -               | -         |
| P.H.F.         |               |            | 0.902      |             |           |           | 0.930      |             |           |                 |           |
| Percentage     |               | 40.6%      | 59.4%      |             |           | 32.1%     | 67.9%      |             |           |                 |           |
| ADT/AADT       |               | ADT 9,838  | AADT 9,838 |             |           |           |            |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
East Grand Boulevard  
N/ 6th Street  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: 951-268-6268  
email: counts@countsunlimited.com

COR004S  
Site Code: 999-26153

| Start Time     | 2/28/2026 Sat | Northbound |             | Hour Totals |           | Southbound |            | Hour Totals |           | Combined Totals |           |
|----------------|---------------|------------|-------------|-------------|-----------|------------|------------|-------------|-----------|-----------------|-----------|
|                |               | Morning    | Afternoon   | Morning     | Afternoon | Morning    | Afternoon  | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |               | 20         | 121         |             |           | 15         | 105        |             |           |                 |           |
| 12:15          |               | 17         | 115         |             |           | 20         | 115        |             |           |                 |           |
| 12:30          |               | 11         | 109         |             |           | 8          | 112        |             |           |                 |           |
| 12:45          |               | 6          | 117         | 54          | 462       | 12         | 101        | 55          | 433       | 109             | 895       |
| 01:00          |               | 3          | 100         |             |           | 9          | <b>107</b> |             |           |                 |           |
| 01:15          |               | 6          | 117         |             |           | 11         | <b>116</b> |             |           |                 |           |
| 01:30          |               | 9          | 129         |             |           | 11         | <b>121</b> |             |           |                 |           |
| 01:45          |               | 7          | 126         | 25          | 472       | 6          | <b>126</b> | 37          | 470       | 62              | 942       |
| 02:00          |               | 10         | 102         |             |           | 6          | 102        |             |           |                 |           |
| 02:15          |               | 9          | <b>122</b>  |             |           | 9          | 119        |             |           |                 |           |
| 02:30          |               | 5          | <b>122</b>  |             |           | 5          | 118        |             |           |                 |           |
| 02:45          |               | 8          | <b>132</b>  | 32          | 478       | 10         | 96         | 30          | 435       | 62              | 913       |
| 03:00          |               | 11         | <b>108</b>  |             |           | 18         | 98         |             |           |                 |           |
| 03:15          |               | 6          | 108         |             |           | 14         | 105        |             |           |                 |           |
| 03:30          |               | 17         | 103         |             |           | 17         | 91         |             |           |                 |           |
| 03:45          |               | 14         | 115         | 48          | 434       | 16         | 86         | 65          | 380       | 113             | 814       |
| 04:00          |               | 10         | 88          |             |           | 4          | 97         |             |           |                 |           |
| 04:15          |               | 7          | 82          |             |           | 11         | 91         |             |           |                 |           |
| 04:30          |               | 10         | 101         |             |           | 14         | 76         |             |           |                 |           |
| 04:45          |               | 10         | 81          | 37          | 352       | 27         | 78         | 56          | 342       | 93              | 694       |
| 05:00          |               | 18         | 89          |             |           | 24         | 80         |             |           |                 |           |
| 05:15          |               | 14         | 101         |             |           | 27         | 94         |             |           |                 |           |
| 05:30          |               | 37         | 125         |             |           | 25         | 89         |             |           |                 |           |
| 05:45          |               | 13         | 93          | 82          | 408       | 34         | 96         | 110         | 359       | 192             | 767       |
| 06:00          |               | 37         | 94          |             |           | 22         | 72         |             |           |                 |           |
| 06:15          |               | 21         | 92          |             |           | 19         | 96         |             |           |                 |           |
| 06:30          |               | 32         | 83          |             |           | 31         | 76         |             |           |                 |           |
| 06:45          |               | 50         | 83          | 140         | 352       | 50         | 87         | 122         | 331       | 262             | 683       |
| 07:00          |               | 36         | 81          |             |           | 52         | 86         |             |           |                 |           |
| 07:15          |               | 38         | 82          |             |           | 43         | 52         |             |           |                 |           |
| 07:30          |               | 46         | 57          |             |           | 44         | 66         |             |           |                 |           |
| 07:45          |               | 67         | 61          | 187         | 281       | 59         | 60         | 198         | 264       | 385             | 545       |
| 08:00          |               | 70         | 54          |             |           | 57         | 72         |             |           |                 |           |
| 08:15          |               | 70         | 58          |             |           | 63         | 49         |             |           |                 |           |
| 08:30          |               | 78         | 43          |             |           | 64         | 54         |             |           |                 |           |
| 08:45          |               | 102        | 57          | 320         | 212       | 87         | 66         | 271         | 241       | 591             | 453       |
| 09:00          |               | 106        | 50          |             |           | 75         | 58         |             |           |                 |           |
| 09:15          |               | 109        | 34          |             |           | 82         | 44         |             |           |                 |           |
| 09:30          |               | 102        | 43          |             |           | 105        | 40         |             |           |                 |           |
| 09:45          |               | 116        | 25          | 433         | 152       | 123        | 38         | 385         | 180       | 818             | 332       |
| 10:00          |               | 110        | 42          |             |           | 92         | 38         |             |           |                 |           |
| 10:15          |               | 111        | 35          |             |           | 95         | 30         |             |           |                 |           |
| 10:30          |               | <b>138</b> | 34          |             |           | <b>113</b> | 27         |             |           |                 |           |
| 10:45          |               | <b>112</b> | 28          | 471         | 139       | <b>110</b> | 32         | 410         | 127       | 881             | 266       |
| 11:00          |               | <b>129</b> | 21          |             |           | <b>116</b> | 18         |             |           |                 |           |
| 11:15          |               | <b>137</b> | 25          |             |           | <b>111</b> | 19         |             |           |                 |           |
| 11:30          |               | 121        | 15          |             |           | 110        | 25         |             |           |                 |           |
| 11:45          |               | 118        | 13          | 505         | 74        | 95         | 21         | 432         | 83        | 937             | 157       |
| Total          |               | 2334       | 3816        | 2334        | 3816      | 2171       | 3645       | 2171        | 3645      | 4505            | 7461      |
| Combined Total |               | 6150       |             | 6150        |           | 5816       |            | 5816        |           | 11966           |           |
| AM Peak        | -             | 10:30      | -           | -           | -         | 10:30      | -          | -           | -         | -               | -         |
| Vol.           | -             | 516        | -           | -           | -         | 450        | -          | -           | -         | -               | -         |
| P.H.F.         |               | 0.935      |             |             |           | 0.970      |            |             |           |                 |           |
| PM Peak        | -             | -          | 02:15       | -           | -         | -          | 01:00      | -           | -         | -               | -         |
| Vol.           | -             | -          | 484         | -           | -         | -          | 470        | -           | -         | -               | -         |
| P.H.F.         |               |            | 0.917       |             |           |            | 0.933      |             |           |                 |           |
| Percentage     |               | 38.0%      | 62.0%       |             |           | 37.3%      | 62.7%      |             |           |                 |           |
| ADT/AADT       |               | ADT 11,966 | AADT 11,966 |             |           |            |            |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
East Grand Boulevard  
S/ 6th Street  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: 951-268-6268  
email: counts@countsunlimited.com

COR005S  
Site Code: 999-26153

| Start Time     | 2/28/2026 Sat | Northbound |             | Hour Totals |           | Southbound |            | Hour Totals |           | Combined Totals |           |
|----------------|---------------|------------|-------------|-------------|-----------|------------|------------|-------------|-----------|-----------------|-----------|
|                |               | Morning    | Afternoon   | Morning     | Afternoon | Morning    | Afternoon  | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |               | 28         | 184         |             |           | 27         | 157        |             |           |                 |           |
| 12:15          |               | 25         | 175         |             |           | 27         | 152        |             |           |                 |           |
| 12:30          |               | 11         | 171         |             |           | 13         | 140        |             |           |                 |           |
| 12:45          |               | 14         | <b>201</b>  | 78          | 731       | 19         | 147        | 86          | 596       | 164             | 1327      |
| 01:00          |               | 1          | <b>201</b>  |             |           | 14         | <b>147</b> |             |           |                 |           |
| 01:15          |               | 9          | <b>163</b>  |             |           | 15         | <b>147</b> |             |           |                 |           |
| 01:30          |               | 12         | <b>187</b>  |             |           | 16         | <b>164</b> |             |           |                 |           |
| 01:45          |               | 14         | 198         | 36          | 749       | 9          | <b>156</b> | 54          | 614       | 90              | 1363      |
| 02:00          |               | 12         | 161         |             |           | 16         | 142        |             |           |                 |           |
| 02:15          |               | 12         | 178         |             |           | 8          | 146        |             |           |                 |           |
| 02:30          |               | 10         | 182         |             |           | 9          | 154        |             |           |                 |           |
| 02:45          |               | 9          | 196         | 43          | 717       | 15         | 131        | 48          | 573       | 91              | 1290      |
| 03:00          |               | 14         | 172         |             |           | 24         | 119        |             |           |                 |           |
| 03:15          |               | 9          | 157         |             |           | 19         | 134        |             |           |                 |           |
| 03:30          |               | 42         | 166         |             |           | 28         | 110        |             |           |                 |           |
| 03:45          |               | 43         | 164         | 108         | 659       | 25         | 143        | 96          | 506       | 204             | 1165      |
| 04:00          |               | 40         | 128         |             |           | 12         | 110        |             |           |                 |           |
| 04:15          |               | 50         | 112         |             |           | 16         | 114        |             |           |                 |           |
| 04:30          |               | 40         | 142         |             |           | 19         | 110        |             |           |                 |           |
| 04:45          |               | 39         | 130         | 169         | 512       | 48         | 116        | 95          | 450       | 264             | 962       |
| 05:00          |               | 37         | 151         |             |           | 43         | 119        |             |           |                 |           |
| 05:15          |               | 59         | 152         |             |           | 40         | 128        |             |           |                 |           |
| 05:30          |               | 81         | 175         |             |           | 41         | 122        |             |           |                 |           |
| 05:45          |               | 59         | 152         | 236         | 630       | 44         | 123        | 168         | 492       | 404             | 1122      |
| 06:00          |               | 63         | 134         |             |           | 37         | 107        |             |           |                 |           |
| 06:15          |               | 50         | 134         |             |           | 35         | 131        |             |           |                 |           |
| 06:30          |               | 49         | 141         |             |           | 44         | 116        |             |           |                 |           |
| 06:45          |               | 70         | 129         | 232         | 538       | 65         | 117        | 181         | 471       | 413             | 1009      |
| 07:00          |               | 52         | 144         |             |           | 61         | 103        |             |           |                 |           |
| 07:15          |               | 61         | 116         |             |           | 58         | 83         |             |           |                 |           |
| 07:30          |               | 83         | 76          |             |           | 68         | 85         |             |           |                 |           |
| 07:45          |               | 86         | 81          | 282         | 417       | 88         | 83         | 275         | 354       | 557             | 771       |
| 08:00          |               | 97         | 87          |             |           | 86         | 100        |             |           |                 |           |
| 08:15          |               | 91         | 78          |             |           | 111        | 68         |             |           |                 |           |
| 08:30          |               | 125        | 48          |             |           | 95         | 62         |             |           |                 |           |
| 08:45          |               | 139        | 77          | 452         | 290       | 119        | 74         | 411         | 304       | 863             | 594       |
| 09:00          |               | 127        | 71          |             |           | 108        | 76         |             |           |                 |           |
| 09:15          |               | 147        | 50          |             |           | 120        | 66         |             |           |                 |           |
| 09:30          |               | 131        | 54          |             |           | 133        | 51         |             |           |                 |           |
| 09:45          |               | 145        | 48          | 550         | 223       | 164        | 56         | 525         | 249       | 1075            | 472       |
| 10:00          |               | 155        | 54          |             |           | 123        | 46         |             |           |                 |           |
| 10:15          |               | 155        | 49          |             |           | 138        | 41         |             |           |                 |           |
| 10:30          |               | 168        | 33          |             |           | 147        | 36         |             |           |                 |           |
| 10:45          |               | 169        | 39          | 647         | 175       | 139        | 34         | 547         | 157       | 1194            | 332       |
| 11:00          |               | <b>181</b> | 27          |             |           | <b>150</b> | 27         |             |           |                 |           |
| 11:15          |               | <b>214</b> | 38          |             |           | <b>150</b> | 28         |             |           |                 |           |
| 11:30          |               | <b>200</b> | 25          |             |           | <b>155</b> | 34         |             |           |                 |           |
| 11:45          |               | <b>175</b> | 27          | 770         | 117       | <b>141</b> | 27         | 596         | 116       | 1366            | 233       |
| Total          |               | 3603       | 5758        | 3603        | 5758      | 3082       | 4882       | 3082        | 4882      | 6685            | 10640     |
| Combined Total |               | 9361       |             | 9361        |           | 7964       |            | 7964        |           | 17325           |           |
| AM Peak        | -             | 11:00      | -           | -           | -         | 11:00      | -          | -           | -         | -               | -         |
| Vol.           | -             | 770        | -           | -           | -         | 596        | -          | -           | -         | -               | -         |
| P.H.F.         |               | 0.900      |             |             |           | 0.961      |            |             |           |                 |           |
| PM Peak        | -             | -          | 00:45       | -           | -         | -          | 01:00      | -           | -         | -               | -         |
| Vol.           | -             | -          | 752         | -           | -         | -          | 614        | -           | -         | -               | -         |
| P.H.F.         |               |            | 0.935       |             |           |            | 0.936      |             |           |                 |           |
| Percentage     |               | 38.5%      | 61.5%       |             |           | 38.7%      | 61.3%      |             |           |                 |           |
| ADT/AADT       |               | ADT 17,325 | AADT 17,325 |             |           |            |            |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
Rimpau Avenue  
N/ 6th Street  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: 951-268-6268  
email: counts@countsunlimited.com

COR007S  
Site Code: 999-26153

| Start Time     | 2/28/2026 Sat | Northbound |            | Hour Totals |           | Southbound |           | Hour Totals |           | Combined Totals |           |
|----------------|---------------|------------|------------|-------------|-----------|------------|-----------|-------------|-----------|-----------------|-----------|
|                |               | Morning    | Afternoon  | Morning     | Afternoon | Morning    | Afternoon | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |               | 7          | 22         |             |           | 4          | 27        |             |           |                 |           |
| 12:15          |               | 3          | 23         |             |           | 1          | 21        |             |           |                 |           |
| 12:30          |               | 1          | 33         |             |           | 1          | 23        |             |           |                 |           |
| 12:45          |               | 0          | 29         | 11          | 107       | 4          | 20        | 10          | 91        | 21              | 198       |
| 01:00          |               | 1          | 25         |             |           | 1          | <b>35</b> |             |           |                 |           |
| 01:15          |               | 2          | 26         |             |           | 0          | <b>26</b> |             |           |                 |           |
| 01:30          |               | 4          | 28         |             |           | 0          | <b>20</b> |             |           |                 |           |
| 01:45          |               | 1          | 20         | 8           | 99        | 1          | <b>24</b> | 2           | 105       | 10              | 204       |
| 02:00          |               | 1          | <b>28</b>  |             |           | 1          | 16        |             |           |                 |           |
| 02:15          |               | 1          | <b>27</b>  |             |           | 3          | 13        |             |           |                 |           |
| 02:30          |               | 3          | <b>31</b>  |             |           | 0          | 26        |             |           |                 |           |
| 02:45          |               | 1          | <b>40</b>  | 6           | 126       | 1          | 21        | 5           | 76        | 11              | 202       |
| 03:00          |               | 4          | 23         |             |           | 1          | 19        |             |           |                 |           |
| 03:15          |               | 3          | 25         |             |           | 2          | 15        |             |           |                 |           |
| 03:30          |               | 1          | 24         |             |           | 2          | 21        |             |           |                 |           |
| 03:45          |               | 2          | 32         | 10          | 104       | 2          | 18        | 7           | 73        | 17              | 177       |
| 04:00          |               | 3          | 18         |             |           | 1          | 19        |             |           |                 |           |
| 04:15          |               | 1          | 22         |             |           | 2          | 35        |             |           |                 |           |
| 04:30          |               | 2          | 20         |             |           | 2          | 10        |             |           |                 |           |
| 04:45          |               | 6          | 28         | 12          | 88        | 3          | 23        | 8           | 87        | 20              | 175       |
| 05:00          |               | 3          | 27         |             |           | 0          | 17        |             |           |                 |           |
| 05:15          |               | 3          | 31         |             |           | 4          | 24        |             |           |                 |           |
| 05:30          |               | 3          | 24         |             |           | 1          | 16        |             |           |                 |           |
| 05:45          |               | 6          | 16         | 15          | 98        | 6          | 12        | 11          | 69        | 26              | 167       |
| 06:00          |               | 3          | 20         |             |           | 4          | 18        |             |           |                 |           |
| 06:15          |               | 5          | 15         |             |           | 0          | 12        |             |           |                 |           |
| 06:30          |               | 2          | 13         |             |           | 3          | 15        |             |           |                 |           |
| 06:45          |               | 11         | 16         | 21          | 64        | 5          | 15        | 12          | 60        | 33              | 124       |
| 07:00          |               | 6          | 19         |             |           | 2          | 7         |             |           |                 |           |
| 07:15          |               | 10         | 20         |             |           | 8          | 11        |             |           |                 |           |
| 07:30          |               | 8          | 13         |             |           | 7          | 9         |             |           |                 |           |
| 07:45          |               | 17         | 18         | 41          | 70        | 8          | 7         | 25          | 34        | 66              | 104       |
| 08:00          |               | 12         | 13         |             |           | 10         | 5         |             |           |                 |           |
| 08:15          |               | 13         | 12         |             |           | 11         | 6         |             |           |                 |           |
| 08:30          |               | 16         | 8          |             |           | 8          | 5         |             |           |                 |           |
| 08:45          |               | 15         | 8          | 56          | 41        | 11         | 10        | 40          | 26        | 96              | 67        |
| 09:00          |               | 14         | 8          |             |           | 13         | 7         |             |           |                 |           |
| 09:15          |               | 23         | 6          |             |           | 13         | 6         |             |           |                 |           |
| 09:30          |               | 22         | 8          |             |           | 16         | 16        |             |           |                 |           |
| 09:45          |               | 27         | 10         | 86          | 32        | 21         | 3         | 63          | 32        | 149             | 64        |
| 10:00          |               | 20         | 4          |             |           | 20         | 3         |             |           |                 |           |
| 10:15          |               | 30         | 3          |             |           | 21         | 7         |             |           |                 |           |
| 10:30          |               | 16         | 7          |             |           | 11         | 8         |             |           |                 |           |
| 10:45          |               | 23         | 6          | 89          | 20        | 18         | 5         | 70          | 23        | 159             | 43        |
| 11:00          |               | <b>26</b>  | 6          |             |           | <b>20</b>  | 2         |             |           |                 |           |
| 11:15          |               | <b>21</b>  | 6          |             |           | <b>23</b>  | 2         |             |           |                 |           |
| 11:30          |               | <b>25</b>  | 3          |             |           | <b>23</b>  | 5         |             |           |                 |           |
| 11:45          |               | <b>30</b>  | 2          | 102         | 17        | <b>19</b>  | 3         | 85          | 12        | 187             | 29        |
| Total          |               | 457        | 866        | 457         | 866       | 338        | 688       | 338         | 688       | 795             | 1554      |
| Combined Total |               | 1323       |            | 1323        |           | 1026       |           | 1026        |           | 2349            |           |
| AM Peak        | -             | 11:00      | -          | -           | -         | 11:00      | -         | -           | -         | -               | -         |
| Vol.           | -             | 102        | -          | -           | -         | 85         | -         | -           | -         | -               | -         |
| P.H.F.         |               | 0.850      |            |             |           | 0.924      |           |             |           |                 |           |
| PM Peak        | -             | -          | 02:00      | -           | -         | -          | 01:00     | -           | -         | -               | -         |
| Vol.           | -             | -          | 126        | -           | -         | -          | 105       | -           | -         | -               | -         |
| P.H.F.         |               |            | 0.788      |             |           |            | 0.750     |             |           |                 |           |
| Percentage     |               | 34.5%      | 65.5%      |             |           | 32.9%      | 67.1%     |             |           |                 |           |
| ADT/AADT       |               | ADT 2,349  | AADT 2,349 |             |           |            |           |             |           |                 |           |

# Counts Unlimited, Inc.

City of Corona  
Rimpau Avenue  
S/ 6th Street  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: 951-268-6268  
email: counts@countsunlimited.com

COR010S  
Site Code: 999-26153

| Start Time     | 2/28/2026 Sat | Northbound |            | Hour Totals |           | Southbound |           | Hour Totals |           | Combined Totals |           |
|----------------|---------------|------------|------------|-------------|-----------|------------|-----------|-------------|-----------|-----------------|-----------|
|                |               | Morning    | Afternoon  | Morning     | Afternoon | Morning    | Afternoon | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |               | 14         | 81         |             |           | 12         | <b>75</b> |             |           |                 |           |
| 12:15          |               | 9          | 85         |             |           | 7          | <b>65</b> |             |           |                 |           |
| 12:30          |               | 9          | 72         |             |           | 3          | <b>81</b> |             |           |                 |           |
| 12:45          |               | 6          | <b>106</b> | 38          | 344       | 7          | <b>68</b> | 29          | 289       | 67              | 633       |
| 01:00          |               | 6          | <b>76</b>  |             |           | 4          | 66        |             |           |                 |           |
| 01:15          |               | 5          | <b>88</b>  |             |           | 5          | 59        |             |           |                 |           |
| 01:30          |               | 4          | <b>80</b>  |             |           | 6          | 58        |             |           |                 |           |
| 01:45          |               | 4          | 84         | 19          | 328       | 4          | 53        | 19          | 236       | 38              | 564       |
| 02:00          |               | 5          | 60         |             |           | 5          | 69        |             |           |                 |           |
| 02:15          |               | 3          | 78         |             |           | 4          | 73        |             |           |                 |           |
| 02:30          |               | 2          | 80         |             |           | 2          | 64        |             |           |                 |           |
| 02:45          |               | 2          | 77         | 12          | 295       | 6          | 47        | 17          | 253       | 29              | 548       |
| 03:00          |               | 13         | 60         |             |           | 6          | 72        |             |           |                 |           |
| 03:15          |               | 3          | 82         |             |           | 3          | 56        |             |           |                 |           |
| 03:30          |               | 7          | 82         |             |           | 9          | 66        |             |           |                 |           |
| 03:45          |               | 14         | 65         | 37          | 289       | 2          | 59        | 20          | 253       | 57              | 542       |
| 04:00          |               | 4          | 57         |             |           | 1          | 60        |             |           |                 |           |
| 04:15          |               | 9          | 51         |             |           | 3          | 60        |             |           |                 |           |
| 04:30          |               | 13         | 49         |             |           | 4          | 47        |             |           |                 |           |
| 04:45          |               | 17         | 71         | 43          | 228       | 6          | 55        | 14          | 222       | 57              | 450       |
| 05:00          |               | 9          | 49         |             |           | 16         | 42        |             |           |                 |           |
| 05:15          |               | 10         | 60         |             |           | 9          | 63        |             |           |                 |           |
| 05:30          |               | 16         | 46         |             |           | 7          | 49        |             |           |                 |           |
| 05:45          |               | 16         | 77         | 51          | 232       | 10         | 45        | 42          | 199       | 93              | 431       |
| 06:00          |               | 25         | 48         |             |           | 12         | 50        |             |           |                 |           |
| 06:15          |               | 18         | 51         |             |           | 10         | 44        |             |           |                 |           |
| 06:30          |               | 15         | 55         |             |           | 19         | 42        |             |           |                 |           |
| 06:45          |               | 28         | 45         | 86          | 199       | 18         | 42        | 59          | 178       | 145             | 377       |
| 07:00          |               | 19         | 59         |             |           | 7          | 22        |             |           |                 |           |
| 07:15          |               | 30         | 44         |             |           | 19         | 37        |             |           |                 |           |
| 07:30          |               | 37         | 36         |             |           | 24         | 36        |             |           |                 |           |
| 07:45          |               | 35         | 46         | 121         | 185       | 24         | 29        | 74          | 124       | 195             | 309       |
| 08:00          |               | 40         | 35         |             |           | 33         | 36        |             |           |                 |           |
| 08:15          |               | 42         | 26         |             |           | 38         | 20        |             |           |                 |           |
| 08:30          |               | 42         | 21         |             |           | 27         | 24        |             |           |                 |           |
| 08:45          |               | 72         | 25         | 196         | 107       | 38         | 38        | 136         | 118       | 332             | 225       |
| 09:00          |               | 58         | 31         |             |           | 47         | 29        |             |           |                 |           |
| 09:15          |               | 62         | 27         |             |           | 49         | 22        |             |           |                 |           |
| 09:30          |               | 80         | 26         |             |           | 50         | 22        |             |           |                 |           |
| 09:45          |               | 80         | 26         | 280         | 110       | 63         | 17        | 209         | 90        | 489             | 200       |
| 10:00          |               | 52         | 22         |             |           | 48         | 27        |             |           |                 |           |
| 10:15          |               | 81         | 24         |             |           | 70         | 20        |             |           |                 |           |
| 10:30          |               | 66         | 17         |             |           | 51         | 17        |             |           |                 |           |
| 10:45          |               | 87         | 17         | 286         | 80        | <b>53</b>  | 17        | 222         | 81        | 508             | 161       |
| 11:00          |               | <b>86</b>  | 19         |             |           | <b>65</b>  | 17        |             |           |                 |           |
| 11:15          |               | <b>100</b> | 15         |             |           | <b>50</b>  | 9         |             |           |                 |           |
| 11:30          |               | <b>82</b>  | 8          |             |           | <b>81</b>  | 8         |             |           |                 |           |
| 11:45          |               | <b>89</b>  | 11         | 357         | 53        | 48         | 8         | 244         | 42        | 601             | 95        |
| Total          |               | 1526       | 2450       | 1526        | 2450      | 1085       | 2085      | 1085        | 2085      | 2611            | 4535      |
| Combined Total |               | 3976       |            | 3976        |           | 3170       |           | 3170        |           | 7146            |           |
| AM Peak        | -             | 11:00      | -          | -           | -         | 10:45      | -         | -           | -         | -               | -         |
| Vol.           | -             | 357        | -          | -           | -         | 249        | -         | -           | -         | -               | -         |
| P.H.F.         |               | 0.893      |            |             |           | 0.769      |           |             |           |                 |           |
| PM Peak        | -             | -          | 00:45      | -           | -         | -          | 12:00     | -           | -         | -               | -         |
| Vol.           | -             | -          | 350        | -           | -         | -          | 289       | -           | -         | -               | -         |
| P.H.F.         |               |            | 0.825      |             |           |            | 0.892     |             |           |                 |           |
| Percentage     |               | 38.4%      | 61.6%      |             |           | 34.2%      | 65.8%     |             |           |                 |           |
| ADT/AADT       |               | ADT 7,146  | AADT 7,146 |             |           |            |           |             |           |                 |           |

***Appendix B***  
***Level of Service Worksheets***

## ***Existing Conditions***



# HCM 7th Signalized Intersection Summary

## 1: E Grand Blvd/Grand Blvd & 3rd Street

04/17/2026

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |  |
| Traffic Volume (veh/h)       | 19                                                                                | 14                                                                                | 56                                                                                | 0                                                                                 | 17                                                                                | 21                                                                                | 105                                                                                 | 739                                                                                 | 8                                                                                   | 24                                                                                  | 522                                                                                 | 25                                                                                  |
| Future Volume (veh/h)        | 19                                                                                | 14                                                                                | 56                                                                                | 0                                                                                 | 17                                                                                | 21                                                                                | 105                                                                                 | 739                                                                                 | 8                                                                                   | 24                                                                                  | 522                                                                                 | 25                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 21                                                                                | 15                                                                                | 61                                                                                | 0                                                                                 | 18                                                                                | 23                                                                                | 114                                                                                 | 803                                                                                 | 9                                                                                   | 26                                                                                  | 567                                                                                 | 27                                                                                  |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 328                                                                               | 35                                                                                | 141                                                                               | 212                                                                               | 80                                                                                | 102                                                                               | 173                                                                                 | 1617                                                                                | 18                                                                                  | 57                                                                                  | 1327                                                                                | 63                                                                                  |
| Arrive On Green              | 0.11                                                                              | 0.11                                                                              | 0.11                                                                              | 0.00                                                                              | 0.11                                                                              | 0.11                                                                              | 0.10                                                                                | 0.45                                                                                | 0.45                                                                                | 0.03                                                                                | 0.38                                                                                | 0.38                                                                                |
| Sat Flow, veh/h              | 1366                                                                              | 323                                                                               | 1312                                                                              | 1323                                                                              | 746                                                                               | 953                                                                               | 1781                                                                                | 3600                                                                                | 40                                                                                  | 1781                                                                                | 3453                                                                                | 164                                                                                 |
| Grp Volume(v), veh/h         | 21                                                                                | 0                                                                                 | 76                                                                                | 0                                                                                 | 0                                                                                 | 41                                                                                | 114                                                                                 | 396                                                                                 | 416                                                                                 | 26                                                                                  | 291                                                                                 | 303                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1366                                                                              | 0                                                                                 | 1634                                                                              | 1323                                                                              | 0                                                                                 | 1699                                                                              | 1781                                                                                | 1777                                                                                | 1863                                                                                | 1781                                                                                | 1777                                                                                | 1841                                                                                |
| Q Serve(g_s), s              | 0.5                                                                               | 0.0                                                                               | 1.5                                                                               | 0.0                                                                               | 0.0                                                                               | 0.8                                                                               | 2.1                                                                                 | 5.4                                                                                 | 5.4                                                                                 | 0.5                                                                                 | 4.1                                                                                 | 4.1                                                                                 |
| Cycle Q Clear(g_c), s        | 1.2                                                                               | 0.0                                                                               | 1.5                                                                               | 0.0                                                                               | 0.0                                                                               | 0.8                                                                               | 2.1                                                                                 | 5.4                                                                                 | 5.4                                                                                 | 0.5                                                                                 | 4.1                                                                                 | 4.1                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.80                                                                              | 1.00                                                                              |                                                                                   | 0.56                                                                              | 1.00                                                                                |                                                                                     | 0.02                                                                                | 1.00                                                                                |                                                                                     | 0.09                                                                                |
| Lane Grp Cap(c), veh/h       | 328                                                                               | 0                                                                                 | 175                                                                               | 212                                                                               | 0                                                                                 | 182                                                                               | 173                                                                                 | 798                                                                                 | 837                                                                                 | 57                                                                                  | 683                                                                                 | 707                                                                                 |
| V/C Ratio(X)                 | 0.06                                                                              | 0.00                                                                              | 0.43                                                                              | 0.00                                                                              | 0.00                                                                              | 0.23                                                                              | 0.66                                                                                | 0.50                                                                                | 0.50                                                                                | 0.46                                                                                | 0.43                                                                                | 0.43                                                                                |
| Avail Cap(c_a), veh/h        | 985                                                                               | 0                                                                                 | 961                                                                               | 1199                                                                              | 0                                                                                 | 1449                                                                              | 786                                                                                 | 1725                                                                                | 1808                                                                                | 786                                                                                 | 1568                                                                                | 1624                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 14.5                                                                              | 0.0                                                                               | 14.2                                                                              | 0.0                                                                               | 0.0                                                                               | 13.9                                                                              | 14.8                                                                                | 6.6                                                                                 | 6.6                                                                                 | 16.2                                                                                | 7.7                                                                                 | 7.7                                                                                 |
| Incr Delay (d2), s/veh       | 0.1                                                                               | 0.0                                                                               | 1.7                                                                               | 0.0                                                                               | 0.0                                                                               | 0.6                                                                               | 1.6                                                                                 | 0.7                                                                                 | 0.7                                                                                 | 2.1                                                                                 | 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                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 0.2                                                                               | 0.0                                                                               | 0.9                                                                               | 0.0                                                                               | 0.0                                                                               | 0.5                                                                               | 1.4                                                                                 | 2.4                                                                                 | 2.5                                                                                 | 0.4                                                                                 | 2.0                                                                                 | 2.1                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 14.5                                                                              | 0.0                                                                               | 15.9                                                                              | 0.0                                                                               | 0.0                                                                               | 14.5                                                                              | 16.4                                                                                | 7.3                                                                                 | 7.3                                                                                 | 18.3                                                                                | 8.3                                                                                 | 8.3                                                                                 |
| LnGrp LOS                    | B                                                                                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 | B                                                                                   | A                                                                                   | A                                                                                   | B                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          | 97                                                                                |                                                                                   |                                                                                   |                                                                                   | 41                                                                                |                                                                                   |                                                                                     |                                                                                     | 926                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 15.6                                                                              |                                                                                   |                                                                                   |                                                                                   | 14.5                                                                              |                                                                                   |                                                                                     |                                                                                     | 8.4                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 5.1                                                                               | 20.3                                                                              |                                                                                   | 8.6                                                                               | 7.3                                                                               | 18.1                                                                              |                                                                                     | 8.6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               |                                                                                     | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 15.0                                                                              | 33.0                                                                              |                                                                                   | 20.0                                                                              | 15.0                                                                              | 30.0                                                                              |                                                                                     | 29.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s | 2.5                                                                               | 7.4                                                                               |                                                                                   | 3.5                                                                               | 4.1                                                                               | 6.1                                                                               |                                                                                     | 2.8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 7.9                                                                               |                                                                                   | 0.4                                                                               | 0.1                                                                               | 5.3                                                                               |                                                                                     | 0.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 9.1                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

| Intersection             |                                                                                   |      |                                                                                   |      |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 1.8                                                                               |      |                                                                                   |      |                                                                                   |                                                                                   |
| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL                                                                               | SBT                                                                               |
| Lane Configurations      |  |      |  |      |  |  |
| Traffic Vol, veh/h       | 3                                                                                 | 119  | 750                                                                               | 12   | 99                                                                                | 502                                                                               |
| Future Vol, veh/h        | 3                                                                                 | 119  | 750                                                                               | 12   | 99                                                                                | 502                                                                               |
| 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                                                                                 | -    | -                                                                                 | -    | 50                                                                                | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | 0                                                                                 | -    | -                                                                                 | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -    | 0                                                                                 | -    | -                                                                                 | 0                                                                                 |
| Peak Hour Factor         | 92                                                                                | 92   | 92                                                                                | 92   | 92                                                                                | 92                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 3                                                                                 | 129  | 815                                                                               | 13   | 108                                                                               | 546                                                                               |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 1310   | 414    | 0      |
| Stage 1              | 822    | -      | -      |
| Stage 2              | 488    | -      | -      |
| Critical Hdwy        | 6.84   | 6.94   | -      |
| Critical Hdwy Stg 1  | 5.84   | -      | -      |
| Critical Hdwy Stg 2  | 5.84   | -      | -      |
| Follow-up Hdwy       | 3.52   | 3.32   | -      |
| Pot Cap-1 Maneuver   | 151    | 587    | -      |
| Stage 1              | 392    | -      | -      |
| Stage 2              | 583    | -      | -      |
| Platoon blocked, %   |        | -      | -      |
| Mov Cap-1 Maneuver   | 130    | 587    | -      |
| Mov Cap-2 Maneuver   | 260    | -      | -      |
| Stage 1              | 392    | -      | -      |
| Stage 2              | 504    | -      | -      |

| Approach          | WB    | NB | SB   |
|-------------------|-------|----|------|
| HCM Ctrl Dly, s/v | 13.23 | 0  | 1.68 |
| HCM LOS           | B     |    |      |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT   |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h)      | -   | -        | 569   | 799   |
| HCM Lane V/C Ratio    | -   | -        | 0.233 | 0.135 |
| HCM Ctrl Dly (s/v)    | -   | -        | 13.2  | 10.2  |
| HCM Lane LOS          | -   | -        | B     | B     |
| HCM 95th %tile Q(veh) | -   | -        | 0.9   | 0.5   |

**Intersection**

Int Delay, s/veh 0.2

| Movement                 | EBT                                                                               | EBR  | WBL  | WBT                                                                               | NBL                                                                               | NBR  |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 110                                                                               | 4    | 2    | 134                                                                               | 3                                                                                 | 0    |
| Future Vol, veh/h        | 110                                                                               | 4    | 2    | 134                                                                               | 3                                                                                 | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Free                                                                              | Free | Free | Free                                                                              | Stop                                                                              | Stop |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | -                                                                                 | -    | -    | -                                                                                 | 0                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92   | 92   | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2    | 2                                                                                 | 2                                                                                 | 2    |
| Mvmt Flow                | 120                                                                               | 4    | 2    | 146                                                                               | 3                                                                                 | 0    |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 124    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | 4.12   |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | 2.218  |
| Pot Cap-1 Maneuver   | -      | -      | 1463   |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 1463   |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach          | EB | WB   | NB    |
|-------------------|----|------|-------|
| HCM Ctrl Dly, s/v | 0  | 0.11 | 10.05 |
| HCM LOS           |    |      | B     |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 717   | -   | -   | 26    | -   |
| HCM Lane V/C Ratio    | 0.005 | -   | -   | 0.001 | -   |
| HCM Ctrl Dly (s/v)    | 10    | -   | -   | 7.5   | 0   |
| HCM Lane LOS          | B     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 0     | -   |

| Intersection             |      |                                                                                   |                                                                                   |      |                                                                                   |      |
|--------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.5  |                                                                                   |                                                                                   |      |                                                                                   |      |
| Movement                 | EBL  | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
| Lane Configurations      |      |  |  |      |  |      |
| Traffic Vol, veh/h       | 7    | 105                                                                               | 126                                                                               | 9    | 6                                                                                 | 1    |
| Future Vol, veh/h        | 7    | 105                                                                               | 126                                                                               | 9    | 6                                                                                 | 1    |
| Conflicting Peds, #/hr   | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0    |
| Sign Control             | Free | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop |
| RT Channelized           | -    | None                                                                              | -                                                                                 | None | -                                                                                 | None |
| Storage Length           | -    | -                                                                                 | -                                                                                 | -    | 0                                                                                 | -    |
| Veh in Median Storage, # | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Grade, %                 | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Peak Hour Factor         | 92   | 92                                                                                | 92                                                                                | 92   | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 8    | 114                                                                               | 137                                                                               | 10   | 7                                                                                 | 1    |

| Major/Minor          | Major1 | Major2 | Minor2          |
|----------------------|--------|--------|-----------------|
| Conflicting Flow All | 147    | 0      | 0 271 142       |
| Stage 1              | -      | -      | - - 142 -       |
| Stage 2              | -      | -      | - - 129 -       |
| Critical Hdwy        | 4.12   | -      | - - 6.42 6.22   |
| Critical Hdwy Stg 1  | -      | -      | - - 5.42 -      |
| Critical Hdwy Stg 2  | -      | -      | - - 5.42 -      |
| Follow-up Hdwy       | 2.218  | -      | - - 3.518 3.318 |
| Pot Cap-1 Maneuver   | 1435   | -      | - - 718 906     |
| Stage 1              | -      | -      | - - 885 -       |
| Stage 2              | -      | -      | - - 897 -       |
| Platoon blocked, %   | -      | -      | -               |
| Mov Cap-1 Maneuver   | 1435   | -      | - - 714 906     |
| Mov Cap-2 Maneuver   | -      | -      | - - 714 -       |
| Stage 1              | -      | -      | - - 880 -       |
| Stage 2              | -      | -      | - - 897 -       |

| Approach          | EB   | WB | SB   |
|-------------------|------|----|------|
| HCM Ctrl Dly, s/v | 0.47 | 0  | 9.94 |
| HCM LOS           |      |    | A    |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 113   | -   | -   | -   | 736   |
| HCM Lane V/C Ratio    | 0.005 | -   | -   | -   | 0.01  |
| HCM Ctrl Dly (s/v)    | 7.5   | 0   | -   | -   | 9.9   |
| HCM Lane LOS          | A     | A   | -   | -   | A     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   | 0     |

| Intersection             |                                                                                   |      |      |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 5.1                                                                               |      |      |                                                                                   |                                                                                   |      |
| Movement                 | EBT                                                                               | EBR  | WBL  | WBT                                                                               | NBL                                                                               | NBR  |
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 2                                                                                 | 125  | 1    | 3                                                                                 | 143                                                                               | 1    |
| Future Vol, veh/h        | 2                                                                                 | 125  | 1    | 3                                                                                 | 143                                                                               | 1    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Free                                                                              | Free | Free | Free                                                                              | Stop                                                                              | Stop |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | -                                                                                 | -    | -    | -                                                                                 | 0                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92   | 92   | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2    | 2                                                                                 | 2                                                                                 | 2    |
| Mvmt Flow                | 2                                                                                 | 136  | 1    | 3                                                                                 | 155                                                                               | 1    |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 138    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | 4.12   |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | 2.218  |
| Pot Cap-1 Maneuver   | -      | -      | 1446   |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 1446   |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach          | EB | WB   | NB   |
|-------------------|----|------|------|
| HCM Ctrl Dly, s/v | 0  | 1.87 | 9.67 |
| HCM LOS           |    |      | A    |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 927   | -   | -   | 450   | -   |
| HCM Lane V/C Ratio    | 0.169 | -   | -   | 0.001 | -   |
| HCM Ctrl Dly (s/v)    | 9.7   | -   | -   | 7.5   | 0   |
| HCM Lane LOS          | A     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 0.6   | -   | -   | 0     | -   |

| Intersection             |                                                                                   |      |                                                                                   |      |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.1                                                                               |      |                                                                                   |      |                                                                                   |                                                                                   |
| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL                                                                               | SBT                                                                               |
| Lane Configurations      |  |      |  |      |  |  |
| Traffic Vol, veh/h       | 0                                                                                 | 0    | 763                                                                               | 3    | 9                                                                                 | 514                                                                               |
| Future Vol, veh/h        | 0                                                                                 | 0    | 763                                                                               | 3    | 9                                                                                 | 514                                                                               |
| 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                                                                                 | -    | -                                                                                 | -    | 50                                                                                | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | 0                                                                                 | -    | -                                                                                 | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -    | 0                                                                                 | -    | -                                                                                 | 0                                                                                 |
| Peak Hour Factor         | 92                                                                                | 92   | 92                                                                                | 92   | 92                                                                                | 92                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 0                                                                                 | 0    | 829                                                                               | 3    | 10                                                                                | 559                                                                               |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 1130   | 416    | 0      |
| Stage 1              | 831    | -      | -      |
| Stage 2              | 299    | -      | -      |
| Critical Hdwy        | 6.84   | 6.94   | -      |
| Critical Hdwy Stg 1  | 5.84   | -      | -      |
| Critical Hdwy Stg 2  | 5.84   | -      | -      |
| Follow-up Hdwy       | 3.52   | 3.32   | -      |
| Pot Cap-1 Maneuver   | 197    | 585    | -      |
| Stage 1              | 388    | -      | -      |
| Stage 2              | 726    | -      | -      |
| Platoon blocked, %   |        | -      | -      |
| Mov Cap-1 Maneuver   | 195    | 585    | -      |
| Mov Cap-2 Maneuver   | 307    | -      | -      |
| Stage 1              | 388    | -      | -      |
| Stage 2              | 717    | -      | -      |

| Approach          | WB | NB | SB   |
|-------------------|----|----|------|
| HCM Ctrl Dly, s/v | 0  | 0  | 0.16 |
| HCM LOS           | A  |    |      |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT   |
|-----------------------|-----|----------|-----|-------|
| Capacity (veh/h)      | -   | -        | -   | 796   |
| HCM Lane V/C Ratio    | -   | -        | -   | 0.012 |
| HCM Ctrl Dly (s/v)    | -   | -        | 0   | 9.6   |
| HCM Lane LOS          | -   | -        | A   | A     |
| HCM 95th %tile Q(veh) | -   | -        | -   | 0     |

# HCM 7th Signalized Intersection Summary

7: E Grand Blvd & 6th St

04/17/2026

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 21                                                                                | 252                                                                               | 46                                                                                | 112                                                                               | 520                                                                               | 322                                                                               | 73                                                                                  | 427                                                                                 | 88                                                                                  | 146                                                                                 | 349                                                                                 | 15                                                                                  |
| Future Volume (veh/h)        | 21                                                                                | 252                                                                               | 46                                                                                | 112                                                                               | 520                                                                               | 322                                                                               | 73                                                                                  | 427                                                                                 | 88                                                                                  | 146                                                                                 | 349                                                                                 | 15                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 23                                                                                | 274                                                                               | 50                                                                                | 122                                                                               | 565                                                                               | 350                                                                               | 79                                                                                  | 464                                                                                 | 96                                                                                  | 159                                                                                 | 379                                                                                 | 16                                                                                  |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 33                                                                                | 854                                                                               | 724                                                                               | 151                                                                               | 978                                                                               | 829                                                                               | 101                                                                                 | 556                                                                                 | 114                                                                                 | 188                                                                                 | 828                                                                                 | 35                                                                                  |
| Arrive On Green              | 0.04                                                                              | 0.91                                                                              | 0.91                                                                              | 0.06                                                                              | 0.35                                                                              | 0.35                                                                              | 0.06                                                                                | 0.19                                                                                | 0.19                                                                                | 0.11                                                                                | 0.24                                                                                | 0.24                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                                | 2935                                                                                | 603                                                                                 | 1781                                                                                | 3475                                                                                | 146                                                                                 |
| Grp Volume(v), veh/h         | 23                                                                                | 274                                                                               | 50                                                                                | 122                                                                               | 565                                                                               | 350                                                                               | 79                                                                                  | 280                                                                                 | 280                                                                                 | 159                                                                                 | 193                                                                                 | 202                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                                | 1777                                                                                | 1762                                                                                | 1781                                                                                | 1777                                                                                | 1844                                                                                |
| Q Serve(g_s), s              | 1.4                                                                               | 2.0                                                                               | 0.3                                                                               | 7.4                                                                               | 27.1                                                                              | 18.5                                                                              | 4.8                                                                                 | 16.7                                                                                | 16.9                                                                                | 9.6                                                                                 | 10.2                                                                                | 10.3                                                                                |
| Cycle Q Clear(g_c), s        | 1.4                                                                               | 2.0                                                                               | 0.3                                                                               | 7.4                                                                               | 27.1                                                                              | 18.5                                                                              | 4.8                                                                                 | 16.7                                                                                | 16.9                                                                                | 9.6                                                                                 | 10.2                                                                                | 10.3                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.34                                                                                | 1.00                                                                                |                                                                                     | 0.08                                                                                |
| Lane Grp Cap(c), veh/h       | 33                                                                                | 854                                                                               | 724                                                                               | 151                                                                               | 978                                                                               | 829                                                                               | 101                                                                                 | 336                                                                                 | 334                                                                                 | 188                                                                                 | 423                                                                                 | 439                                                                                 |
| V/C Ratio(X)                 | 0.70                                                                              | 0.32                                                                              | 0.07                                                                              | 0.81                                                                              | 0.58                                                                              | 0.42                                                                              | 0.78                                                                                | 0.83                                                                                | 0.84                                                                                | 0.85                                                                                | 0.46                                                                                | 0.46                                                                                |
| Avail Cap(c_a), veh/h        | 162                                                                               | 854                                                                               | 724                                                                               | 291                                                                               | 978                                                                               | 829                                                                               | 178                                                                                 | 372                                                                                 | 368                                                                                 | 243                                                                                 | 436                                                                                 | 453                                                                                 |
| HCM Platoon Ratio            | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 0.67                                                                              | 0.67                                                                              | 0.67                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 52.7                                                                              | 2.7                                                                               | 2.6                                                                               | 51.0                                                                              | 25.8                                                                              | 23.1                                                                              | 51.2                                                                                | 42.9                                                                                | 43.0                                                                                | 48.3                                                                                | 35.8                                                                                | 35.8                                                                                |
| Incr Delay (d2), s/veh       | 9.1                                                                               | 0.9                                                                               | 0.2                                                                               | 3.9                                                                               | 2.5                                                                               | 1.6                                                                               | 4.5                                                                                 | 14.8                                                                                | 15.8                                                                                | 15.6                                                                                | 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(95%),veh/ln     | 1.3                                                                               | 1.5                                                                               | 0.3                                                                               | 6.4                                                                               | 19.4                                                                              | 12.3                                                                              | 4.1                                                                                 | 13.2                                                                                | 13.4                                                                                | 8.8                                                                                 | 8.1                                                                                 | 8.4                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 61.8                                                                              | 3.6                                                                               | 2.8                                                                               | 54.9                                                                              | 28.3                                                                              | 24.6                                                                              | 55.7                                                                                | 57.7                                                                                | 58.7                                                                                | 63.9                                                                                | 37.4                                                                                | 37.4                                                                                |
| LnGrp LOS                    | E                                                                                 | A                                                                                 | A                                                                                 | D                                                                                 | C                                                                                 | C                                                                                 | E                                                                                   | E                                                                                   | E                                                                                   | E                                                                                   | D                                                                                   | D                                                                                   |
| Approach Vol, veh/h          | 347                                                                               |                                                                                   |                                                                                   | 1037                                                                              |                                                                                   |                                                                                   | 639                                                                                 |                                                                                     |                                                                                     | 554                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 7.3                                                                               |                                                                                   |                                                                                   | 30.2                                                                              |                                                                                   |                                                                                   | 57.9                                                                                |                                                                                     |                                                                                     | 45.0                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | A                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | E                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 13.3                                                                              | 55.2                                                                              | 10.2                                                                              | 31.2                                                                              | 6.0                                                                               | 62.5                                                                              | 15.6                                                                                | 25.8                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 18.0                                                                              | 36.0                                                                              | 11.0                                                                              | 27.0                                                                              | 10.0                                                                              | 44.0                                                                              | 15.0                                                                                | 23.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 9.4                                                                               | 4.0                                                                               | 6.8                                                                               | 12.3                                                                              | 3.4                                                                               | 29.1                                                                              | 11.6                                                                                | 18.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.1                                                                               | 3.8                                                                               | 0.0                                                                               | 3.5                                                                               | 0.0                                                                               | 7.8                                                                               | 0.1                                                                                 | 2.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 37.2                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

1. EX AM Existing - AM 8:00 am 04/17/2026  
GTC

Synchro 12 Report  
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| Intersection             |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.1                                                                               |                                                                                   |                                                                                   |      |                                                                                   |      |
| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
| Lane Configurations      |  |  |  |      |  |      |
| Traffic Vol, veh/h       | 1                                                                                 | 493                                                                               | 955                                                                               | 1    | 3                                                                                 | 5    |
| Future Vol, veh/h        | 1                                                                                 | 493                                                                               | 955                                                                               | 1    | 3                                                                                 | 5    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0    |
| Sign Control             | Free                                                                              | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None | -                                                                                 | None |
| Storage Length           | 50                                                                                | -                                                                                 | -                                                                                 | -    | 0                                                                                 | -    |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Grade, %                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92                                                                                | 92                                                                                | 92   | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 1                                                                                 | 536                                                                               | 1038                                                                              | 1    | 3                                                                                 | 5    |

| Major/Minor          | Major1 | Major2 | Minor2      |
|----------------------|--------|--------|-------------|
| Conflicting Flow All | 1039   | 0      | 0 1309 520  |
| Stage 1              | -      | -      | - 1039 -    |
| Stage 2              | -      | -      | - 270 -     |
| Critical Hdwy        | 4.14   | -      | - 6.84 6.94 |
| Critical Hdwy Stg 1  | -      | -      | - 5.84 -    |
| Critical Hdwy Stg 2  | -      | -      | - 5.84 -    |
| Follow-up Hdwy       | 2.22   | -      | - 3.52 3.32 |
| Pot Cap-1 Maneuver   | 665    | -      | - 151 501   |
| Stage 1              | -      | -      | - 302 -     |
| Stage 2              | -      | -      | - 751 -     |
| Platoon blocked, %   | -      | -      | -           |
| Mov Cap-1 Maneuver   | 665    | -      | - 151 501   |
| Mov Cap-2 Maneuver   | -      | -      | - 248 -     |
| Stage 1              | -      | -      | - 302 -     |
| Stage 2              | -      | -      | - 751 -     |

| Approach          | EB   | WB | SB    |
|-------------------|------|----|-------|
| HCM Ctrl Dly, s/v | 0.02 | 0  | 15.19 |
| HCM LOS           |      |    | C     |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 665   | -   | -   | -   | 362   |
| HCM Lane V/C Ratio    | 0.002 | -   | -   | -   | 0.024 |
| HCM Ctrl Dly (s/v)    | 10.4  | -   | -   | -   | 15.2  |
| HCM Lane LOS          | B     | -   | -   | -   | C     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   | 0.1   |



# HCM 7th Signalized Intersection Summary

9: Rimpau Ave & 6th St

04/17/2026

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 5                                                                                 | 362                                                                               | 111                                                                               | 128                                                                               | 768                                                                               | 46                                                                                | 167                                                                                | 96                                                                                  | 99                                                                                  | 46                                                                                  | 84                                                                                  | 4                                                                                   |
| Future Volume (veh/h)        | 5                                                                                 | 362                                                                               | 111                                                                               | 128                                                                               | 768                                                                               | 46                                                                                | 167                                                                                | 96                                                                                  | 99                                                                                  | 46                                                                                  | 84                                                                                  | 4                                                                                   |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                 |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                               | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 5                                                                                 | 393                                                                               | 121                                                                               | 139                                                                               | 835                                                                               | 50                                                                                | 182                                                                                | 104                                                                                 | 108                                                                                 | 50                                                                                  | 91                                                                                  | 4                                                                                   |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 11                                                                                | 1480                                                                              | 451                                                                               | 169                                                                               | 2181                                                                              | 131                                                                               | 290                                                                                | 126                                                                                 | 130                                                                                 | 163                                                                                 | 151                                                                                 | 7                                                                                   |
| Arrive On Green              | 0.01                                                                              | 1.00                                                                              | 1.00                                                                              | 0.10                                                                              | 0.64                                                                              | 0.64                                                                              | 0.10                                                                               | 0.15                                                                                | 0.15                                                                                | 0.04                                                                                | 0.08                                                                                | 0.08                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 2684                                                                              | 817                                                                               | 1781                                                                              | 3407                                                                              | 204                                                                               | 1781                                                                               | 840                                                                                 | 873                                                                                 | 1781                                                                                | 1778                                                                                | 78                                                                                  |
| Grp Volume(v), veh/h         | 5                                                                                 | 259                                                                               | 255                                                                               | 139                                                                               | 436                                                                               | 449                                                                               | 182                                                                                | 0                                                                                   | 212                                                                                 | 50                                                                                  | 0                                                                                   | 95                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1723                                                                              | 1781                                                                              | 1777                                                                              | 1834                                                                              | 1781                                                                               | 0                                                                                   | 1713                                                                                | 1781                                                                                | 0                                                                                   | 1856                                                                                |
| Q Serve(g_s), s              | 0.3                                                                               | 0.0                                                                               | 0.0                                                                               | 8.4                                                                               | 12.8                                                                              | 12.8                                                                              | 10.0                                                                               | 0.0                                                                                 | 13.2                                                                                | 2.8                                                                                 | 0.0                                                                                 | 5.4                                                                                 |
| Cycle Q Clear(g_c), s        | 0.3                                                                               | 0.0                                                                               | 0.0                                                                               | 8.4                                                                               | 12.8                                                                              | 12.8                                                                              | 10.0                                                                               | 0.0                                                                                 | 13.2                                                                                | 2.8                                                                                 | 0.0                                                                                 | 5.4                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.47                                                                              | 1.00                                                                              |                                                                                   | 0.11                                                                              | 1.00                                                                               |                                                                                     | 0.51                                                                                | 1.00                                                                                |                                                                                     | 0.04                                                                                |
| Lane Grp Cap(c), veh/h       | 11                                                                                | 980                                                                               | 951                                                                               | 169                                                                               | 1138                                                                              | 1174                                                                              | 290                                                                                | 0                                                                                   | 256                                                                                 | 163                                                                                 | 0                                                                                   | 158                                                                                 |
| V/C Ratio(X)                 | 0.44                                                                              | 0.26                                                                              | 0.27                                                                              | 0.82                                                                              | 0.38                                                                              | 0.38                                                                              | 0.63                                                                               | 0.00                                                                                | 0.83                                                                                | 0.31                                                                                | 0.00                                                                                | 0.60                                                                                |
| Avail Cap(c_a), veh/h        | 162                                                                               | 980                                                                               | 951                                                                               | 291                                                                               | 1138                                                                              | 1174                                                                              | 290                                                                                | 0                                                                                   | 421                                                                                 | 197                                                                                 | 0                                                                                   | 371                                                                                 |
| 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)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.70                                                                               | 0.00                                                                                | 0.70                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 54.1                                                                              | 0.0                                                                               | 0.0                                                                               | 48.8                                                                              | 9.4                                                                               | 9.4                                                                               | 39.2                                                                               | 0.0                                                                                 | 45.4                                                                                | 43.9                                                                                | 0.0                                                                                 | 48.5                                                                                |
| Incr Delay (d2), s/veh       | 23.9                                                                              | 0.7                                                                               | 0.7                                                                               | 9.4                                                                               | 1.0                                                                               | 0.9                                                                               | 3.0                                                                                | 0.0                                                                                 | 6.8                                                                                 | 1.1                                                                                 | 0.0                                                                                 | 5.2                                                                                 |
| 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(95%),veh/ln     | 0.4                                                                               | 0.3                                                                               | 0.3                                                                               | 7.5                                                                               | 8.6                                                                               | 8.8                                                                               | 7.5                                                                                | 0.0                                                                                 | 9.5                                                                                 | 2.3                                                                                 | 0.0                                                                                 | 4.9                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 78.0                                                                              | 0.7                                                                               | 0.7                                                                               | 58.2                                                                              | 10.4                                                                              | 10.4                                                                              | 42.2                                                                               | 0.0                                                                                 | 52.2                                                                                | 45.0                                                                                | 0.0                                                                                 | 53.7                                                                                |
| LnGrp LOS                    | E                                                                                 | A                                                                                 | A                                                                                 | E                                                                                 | B                                                                                 | B                                                                                 | D                                                                                  |                                                                                     | D                                                                                   | D                                                                                   |                                                                                     | D                                                                                   |
| Approach Vol, veh/h          | 519                                                                               |                                                                                   | 1024                                                                              |                                                                                   |                                                                                   |                                                                                   | 394                                                                                |                                                                                     | 145                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 1.4                                                                               |                                                                                   | 16.9                                                                              |                                                                                   |                                                                                   |                                                                                   | 47.6                                                                               |                                                                                     | 50.7                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                 | A                                                                                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   | D                                                                                  |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 14.5                                                                              | 66.2                                                                              | 7.9                                                                               | 21.4                                                                              | 4.7                                                                               | 75.9                                                                              | 15.0                                                                               | 14.3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.5                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.5                                                                               | 4.0                                                                                | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 18.0                                                                              | 40.5                                                                              | 6.0                                                                               | 27.0                                                                              | 10.0                                                                              | 48.5                                                                              | 11.0                                                                               | 22.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 10.4                                                                              | 2.0                                                                               | 4.8                                                                               | 15.2                                                                              | 2.3                                                                               | 14.8                                                                              | 12.0                                                                               | 7.4                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.2                                                                               | 7.0                                                                               | 0.0                                                                               | 1.2                                                                               | 0.0                                                                               | 13.0                                                                              | 0.0                                                                                | 0.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 21.2                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

1. EX AM Existing - AM 8:00 am 04/17/2026  
GTC

Synchro 12 Report  
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HCM 7th TWSC  
10: Park Driveway (East) & Quarry St

04/17/2026

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |       |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 0.1                                                                               |        |       |                                                                                   |                                                                                   |       |
| Movement                 | EBT                                                                               | EBR    | WBL   | WBT                                                                               | NBL                                                                               | NBR   |
| Lane Configurations      |  |        |       |  |  |       |
| Traffic Vol, veh/h       | 110                                                                               | 4      | 1     | 134                                                                               | 3                                                                                 | 0     |
| Future Vol, veh/h        | 110                                                                               | 4      | 1     | 134                                                                               | 3                                                                                 | 0     |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0     |
| Sign Control             | Free                                                                              | Free   | Free  | Free                                                                              | Stop                                                                              | Stop  |
| RT Channelized           | -                                                                                 | None   | -     | None                                                                              | -                                                                                 | None  |
| Storage Length           | -                                                                                 | -      | -     | -                                                                                 | 0                                                                                 | -     |
| Veh in Median Storage, # | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -     |
| Grade, %                 | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -     |
| Peak Hour Factor         | 92                                                                                | 92     | 92    | 92                                                                                | 92                                                                                | 92    |
| Heavy Vehicles, %        | 2                                                                                 | 2      | 2     | 2                                                                                 | 2                                                                                 | 2     |
| Mvmt Flow                | 120                                                                               | 4      | 1     | 146                                                                               | 3                                                                                 | 0     |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |       |
| Major/Minor              | Major1                                                                            | Major2 |       | Minor1                                                                            |                                                                                   |       |
| Conflicting Flow All     | 0                                                                                 | 0      | 124   | 0                                                                                 | 270                                                                               | 122   |
| Stage 1                  | -                                                                                 | -      | -     | -                                                                                 | 122                                                                               | -     |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | 148                                                                               | -     |
| Critical Hdwy            | -                                                                                 | -      | 4.12  | -                                                                                 | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -                                                                                 | -      | -     | -                                                                                 | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -                                                                                 | -      | -     | -                                                                                 | 5.42                                                                              | -     |
| Follow-up Hdwy           | -                                                                                 | -      | 2.218 | -                                                                                 | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | -                                                                                 | -      | 1463  | -                                                                                 | 720                                                                               | 929   |
| Stage 1                  | -                                                                                 | -      | -     | -                                                                                 | 904                                                                               | -     |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | 880                                                                               | -     |
| Platoon blocked, %       | -                                                                                 | -      |       | -                                                                                 |                                                                                   |       |
| Mov Cap-1 Maneuver       | -                                                                                 | -      | 1463  | -                                                                                 | 719                                                                               | 929   |
| Mov Cap-2 Maneuver       | -                                                                                 | -      | -     | -                                                                                 | 719                                                                               | -     |
| Stage 1                  | -                                                                                 | -      | -     | -                                                                                 | 904                                                                               | -     |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | 879                                                                               | -     |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |       |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |       |
| Approach                 | EB                                                                                | WB     |       | NB                                                                                |                                                                                   |       |
| HCM Ctrl Dly, s/v        | 0                                                                                 | 0.06   |       | 10.03                                                                             |                                                                                   |       |
| HCM LOS                  | B                                                                                 |        |       |                                                                                   |                                                                                   |       |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |       |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT    | EBR   | WBL                                                                               | WBT                                                                               |       |
| Capacity (veh/h)         | 719                                                                               | -      | -     | 13                                                                                | -                                                                                 |       |
| HCM Lane V/C Ratio       | 0.005                                                                             | -      | -     | 0.001                                                                             | -                                                                                 |       |
| HCM Ctrl Dly (s/v)       | 10                                                                                | -      | -     | 7.5                                                                               | 0                                                                                 |       |
| HCM Lane LOS             | B                                                                                 | -      | -     | A                                                                                 | A                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -      | -     | 0                                                                                 | -                                                                                 |       |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.4  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 0    | 0    | 0    | 6    | 0    | 6    | 0    | 138  | 6    | 1    | 125  | 0    |
| Future Vol, veh/h        | 0    | 0    | 0    | 6    | 0    | 6    | 0    | 138  | 6    | 1    | 125  | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0    | 0    | 0    | 7    | 0    | 7    | 0    | 150  | 7    | 1    | 136  | 0    |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       | Major2 |   |   |       |   |   |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 288    | 295   | 136    | 291   | 291    | 153   | 136    | 0 | 0 | 157   | 0 | 0 |
| Stage 1              | 138    | 138   | -      | 153   | 153    | -     | -      | - | - | -     | - | - |
| Stage 2              | 150    | 157   | -      | 138   | 138    | -     | -      | - | - | -     | - | - |
| Critical Hdwy        | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12   | - | - | 4.12  | - | - |
| Critical Hdwy Stg 1  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Critical Hdwy Stg 2  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Follow-up Hdwy       | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218  | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver   | 664    | 617   | 913    | 661   | 619    | 893   | 1448   | - | - | 1423  | - | - |
| Stage 1              | 865    | 782   | -      | 849   | 771    | -     | -      | - | - | -     | - | - |
| Stage 2              | 853    | 768   | -      | 865   | 782    | -     | -      | - | - | -     | - | - |
| Platoon blocked, %   |        |       |        |       |        |       |        | - | - | -     | - | - |
| Mov Cap-1 Maneuver   | 659    | 616   | 913    | 660   | 619    | 893   | 1448   | - | - | 1423  | - | - |
| Mov Cap-2 Maneuver   | 659    | 616   | -      | 660   | 619    | -     | -      | - | - | -     | - | - |
| Stage 1              | 864    | 782   | -      | 849   | 771    | -     | -      | - | - | -     | - | - |
| Stage 2              | 846    | 768   | -      | 864   | 782    | -     | -      | - | - | -     | - | - |

| Approach          | EB | WB   | NB | SB   |
|-------------------|----|------|----|------|
| HCM Ctrl Dly, s/v | 0  | 9.82 | 0  | 0.06 |
| HCM LOS           | A  | A    |    |      |

| Minor Lane/Major Mvmt | NBL  | NBT | NBR | EBLn1WBLn1 | SBL   | SBT   | SBR |
|-----------------------|------|-----|-----|------------|-------|-------|-----|
| Capacity (veh/h)      | 1448 | -   | -   | -          | 759   | 14    | -   |
| HCM Lane V/C Ratio    | -    | -   | -   | -          | 0.017 | 0.001 | -   |
| HCM Ctrl Dly (s/v)    | 0    | -   | -   | 0          | 9.8   | 7.5   | 0   |
| HCM Lane LOS          | A    | -   | -   | A          | A     | A     | -   |
| HCM 95th %tile Q(veh) | 0    | -   | -   | -          | 0.1   | 0     | -   |

| Intersection             |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0                                                                                 |                                                                                   |                                                                                   |      |                                                                                   |      |
| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
| Lane Configurations      |  |  |  |      |  |      |
| Traffic Vol, veh/h       | 0                                                                                 | 488                                                                               | 951                                                                               | 1    | 0                                                                                 | 0    |
| Future Vol, veh/h        | 0                                                                                 | 488                                                                               | 951                                                                               | 1    | 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, %        | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 0                                                                                 | 530                                                                               | 1034                                                                              | 1    | 0                                                                                 | 0    |

| Major/Minor          | Major1 | Major2 | Minor2      |
|----------------------|--------|--------|-------------|
| Conflicting Flow All | 1035   | 0      | 0 1299 517  |
| Stage 1              | -      | -      | - 1034 -    |
| Stage 2              | -      | -      | - 265 -     |
| Critical Hdwy        | 4.14   | -      | - 6.84 6.94 |
| Critical Hdwy Stg 1  | -      | -      | - 5.84 -    |
| Critical Hdwy Stg 2  | -      | -      | - 5.84 -    |
| Follow-up Hdwy       | 2.22   | -      | - 3.52 3.32 |
| Pot Cap-1 Maneuver   | 667    | -      | - 153 503   |
| Stage 1              | -      | -      | - 304 -     |
| Stage 2              | -      | -      | - 755 -     |
| Platoon blocked, %   | -      | -      | -           |
| Mov Cap-1 Maneuver   | 667    | -      | - 153 503   |
| Mov Cap-2 Maneuver   | -      | -      | - 250 -     |
| Stage 1              | -      | -      | - 304 -     |
| Stage 2              | -      | -      | - 755 -     |

| Approach          | EB | WB | SB |
|-------------------|----|----|----|
| HCM Ctrl Dly, s/v | 0  | 0  | 0  |
| HCM LOS           |    |    | A  |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-----|-----|-----|-----|-------|
| Capacity (veh/h)      | 667 | -   | -   | -   | -     |
| HCM Lane V/C Ratio    | -   | -   | -   | -   | -     |
| HCM Ctrl Dly (s/v)    | 0   | -   | -   | -   | 0     |
| HCM Lane LOS          | A   | -   | -   | -   | A     |
| HCM 95th %tile Q(veh) | 0   | -   | -   | -   | -     |

# HCM 7th Signalized Intersection Summary

13: N Main St & Grand Blvd

04/17/2026

|                                           |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                  | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations                       |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)                    | 116                                                                               | 103                                                                               | 87                                                                                | 116                                                                               | 272                                                                               | 206                                                                               | 548                                                                                 | 712                                                                                 | 123                                                                                 | 196                                                                                 | 720                                                                                 | 275                                                                                 |
| Future Volume (veh/h)                     | 116                                                                               | 103                                                                               | 87                                                                                | 116                                                                               | 272                                                                               | 206                                                                               | 548                                                                                 | 712                                                                                 | 123                                                                                 | 196                                                                                 | 720                                                                                 | 275                                                                                 |
| Initial Q (Qb), veh                       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.                           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)                       | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj                          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                     | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln                    | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h                      | 126                                                                               | 112                                                                               | 95                                                                                | 126                                                                               | 296                                                                               | 224                                                                               | 596                                                                                 | 774                                                                                 | 134                                                                                 | 213                                                                                 | 783                                                                                 | 299                                                                                 |
| 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, %                      | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                                | 183                                                                               | 547                                                                               | 508                                                                               | 180                                                                               | 544                                                                               | 441                                                                               | 576                                                                                 | 1726                                                                                | 770                                                                                 | 223                                                                                 | 1618                                                                                | 613                                                                                 |
| Arrive On Green                           | 0.05                                                                              | 0.15                                                                              | 0.15                                                                              | 0.05                                                                              | 0.15                                                                              | 0.15                                                                              | 0.17                                                                                | 0.49                                                                                | 0.49                                                                                | 0.13                                                                                | 0.44                                                                                | 0.44                                                                                |
| Sat Flow, veh/h                           | 3456                                                                              | 3554                                                                              | 1585                                                                              | 3456                                                                              | 3554                                                                              | 1585                                                                              | 3456                                                                                | 3554                                                                                | 1585                                                                                | 1781                                                                                | 3645                                                                                | 1381                                                                                |
| Grp Volume(v), veh/h                      | 126                                                                               | 112                                                                               | 95                                                                                | 126                                                                               | 296                                                                               | 224                                                                               | 596                                                                                 | 774                                                                                 | 134                                                                                 | 213                                                                                 | 731                                                                                 | 351                                                                                 |
| Grp Sat Flow(s),veh/h/ln                  | 1728                                                                              | 1777                                                                              | 1585                                                                              | 1728                                                                              | 1777                                                                              | 1585                                                                              | 1728                                                                                | 1777                                                                                | 1585                                                                                | 1781                                                                                | 1702                                                                                | 1622                                                                                |
| Q Serve(g_s), s                           | 4.3                                                                               | 3.3                                                                               | 5.2                                                                               | 4.3                                                                               | 9.2                                                                               | 14.3                                                                              | 20.0                                                                                | 17.2                                                                                | 5.7                                                                                 | 14.3                                                                                | 18.2                                                                                | 18.4                                                                                |
| Cycle Q Clear(g_c), s                     | 4.3                                                                               | 3.3                                                                               | 5.2                                                                               | 4.3                                                                               | 9.2                                                                               | 14.3                                                                              | 20.0                                                                                | 17.2                                                                                | 5.7                                                                                 | 14.3                                                                                | 18.2                                                                                | 18.4                                                                                |
| 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                    | 183                                                                               | 547                                                                               | 508                                                                               | 180                                                                               | 544                                                                               | 441                                                                               | 576                                                                                 | 1726                                                                                | 770                                                                                 | 223                                                                                 | 1511                                                                                | 720                                                                                 |
| V/C Ratio(X)                              | 0.69                                                                              | 0.20                                                                              | 0.19                                                                              | 0.70                                                                              | 0.54                                                                              | 0.51                                                                              | 1.03                                                                                | 0.45                                                                                | 0.17                                                                                | 0.96                                                                                | 0.48                                                                                | 0.49                                                                                |
| Avail Cap(c_a), veh/h                     | 518                                                                               | 1125                                                                              | 766                                                                               | 230                                                                               | 829                                                                               | 568                                                                               | 576                                                                                 | 1726                                                                                | 770                                                                                 | 223                                                                                 | 1511                                                                                | 720                                                                                 |
| HCM Platoon Ratio                         | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)                        | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.78                                                                              | 0.78                                                                              | 0.78                                                                              | 0.82                                                                                | 0.82                                                                                | 0.82                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh                  | 55.9                                                                              | 44.3                                                                              | 29.5                                                                              | 56.0                                                                              | 46.9                                                                              | 36.4                                                                              | 50.0                                                                                | 20.3                                                                                | 17.3                                                                                | 52.2                                                                                | 23.6                                                                                | 23.7                                                                                |
| Incr Delay (d2), s/veh                    | 1.7                                                                               | 0.2                                                                               | 0.2                                                                               | 3.0                                                                               | 0.7                                                                               | 0.7                                                                               | 43.3                                                                                | 0.7                                                                                 | 0.4                                                                                 | 48.0                                                                                | 1.1                                                                                 | 2.4                                                                                 |
| Initial Q Delay(d3), s/veh                | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln                  | 3.5                                                                               | 2.7                                                                               | 3.6                                                                               | 3.5                                                                               | 7.1                                                                               | 9.0                                                                               | 17.5                                                                                | 11.2                                                                                | 3.9                                                                                 | 14.3                                                                                | 12.0                                                                                | 12.0                                                                                |
| Unsig. Movement Delay, s/veh              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                     | 57.6                                                                              | 44.5                                                                              | 29.6                                                                              | 58.9                                                                              | 47.6                                                                              | 37.1                                                                              | 93.3                                                                                | 21.0                                                                                | 17.7                                                                                | 100.2                                                                               | 24.7                                                                                | 26.0                                                                                |
| LnGrp LOS                                 | E                                                                                 | D                                                                                 | C                                                                                 | E                                                                                 | D                                                                                 | D                                                                                 | F                                                                                   | C                                                                                   | B                                                                                   | F                                                                                   | C                                                                                   | C                                                                                   |
| Approach Vol, veh/h                       | 333                                                                               |                                                                                   |                                                                                   | 646                                                                               |                                                                                   |                                                                                   | 1504                                                                                |                                                                                     |                                                                                     | 1295                                                                                |                                                                                     |                                                                                     |
| Approach Delay, s/veh                     | 45.2                                                                              |                                                                                   |                                                                                   | 46.2                                                                              |                                                                                   |                                                                                   | 49.3                                                                                |                                                                                     |                                                                                     | 37.5                                                                                |                                                                                     |                                                                                     |
| Approach LOS                              | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs                      | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                  | 20.0                                                                              | 64.3                                                                              | 11.2                                                                              | 24.5                                                                              | 25.0                                                                              | 59.3                                                                              | 11.4                                                                                | 24.4                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                   | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                                 | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s               | 15.0                                                                              | 37.0                                                                              | 8.0                                                                               | 38.0                                                                              | 20.0                                                                              | 32.0                                                                              | 18.0                                                                                | 28.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s              | 16.3                                                                              | 19.2                                                                              | 6.3                                                                               | 7.2                                                                               | 22.0                                                                              | 20.4                                                                              | 6.3                                                                                 | 16.3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                   | 0.0                                                                               | 7.5                                                                               | 0.0                                                                               | 1.0                                                                               | 0.0                                                                               | 6.9                                                                               | 0.1                                                                                 | 2.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh              | 44.4                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                               | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved changes to right turn type. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

1. EX AM Existing - AM 8:00 am 04/17/2026  
GTC

Synchro 12 Report  
Page 13

# HCM 7th Signalized Intersection Summary

## 14: N Main St & SR 91 WB Ramps

04/17/2026



| Movement                     | EBL | EBT  | EBR | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|-----|------|-----|------|------|------|------|------|------|------|------|------|
| Lane Configurations          |     |      |     | ↰    | ↰    | ↰    | ↰    | ↰    |      |      | ↰    | ↰    |
| Traffic Volume (veh/h)       | 0   | 0    | 0   | 417  | 184  | 920  | 114  | 472  | 0    | 0    | 672  | 214  |
| Future Volume (veh/h)        | 0   | 0    | 0   | 417  | 184  | 920  | 114  | 472  | 0    | 0    | 672  | 214  |
| Initial Q (Qb), veh          |     |      |     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              |     |      |     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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       |     |      |     | 1870 | 1870 | 1870 | 1870 | 1870 | 0    | 0    | 1870 | 1870 |
| Adj Flow Rate, veh/h         |     |      |     | 327  | 377  | 1000 | 124  | 513  | 0    | 0    | 730  | 233  |
| Peak Hour Factor             |     |      |     | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %         |     |      |     | 2    | 2    | 2    | 2    | 2    | 0    | 0    | 2    | 2    |
| Cap, veh/h                   |     |      |     | 554  | 582  | 986  | 220  | 2999 | 0    | 0    | 2349 | 723  |
| Arrive On Green              |     |      |     | 0.31 | 0.31 | 0.31 | 0.02 | 0.19 | 0.00 | 0.00 | 0.48 | 0.48 |
| Sat Flow, veh/h              |     |      |     | 1781 | 1870 | 3170 | 3456 | 5274 | 0    | 0    | 5175 | 1511 |
| Grp Volume(v), veh/h         |     |      |     | 327  | 377  | 1000 | 124  | 513  | 0    | 0    | 717  | 246  |
| Grp Sat Flow(s),veh/h/ln     |     |      |     | 1781 | 1870 | 1585 | 1728 | 1702 | 0    | 0    | 1609 | 1598 |
| Q Serve(g_s), s              |     |      |     | 17.0 | 19.1 | 34.2 | 3.9  | 9.2  | 0.0  | 0.0  | 10.0 | 10.5 |
| Cycle Q Clear(g_c), s        |     |      |     | 17.0 | 19.1 | 34.2 | 3.9  | 9.2  | 0.0  | 0.0  | 10.0 | 10.5 |
| Prop In Lane                 |     |      |     | 1.00 |      | 1.00 | 1.00 |      | 0.00 | 0.00 |      | 0.95 |
| Lane Grp Cap(c), veh/h       |     |      |     | 554  | 582  | 986  | 220  | 2999 | 0    | 0    | 2307 | 764  |
| V/C Ratio(X)                 |     |      |     | 0.59 | 0.65 | 1.01 | 0.56 | 0.17 | 0.00 | 0.00 | 0.31 | 0.32 |
| Avail Cap(c_a), veh/h        |     |      |     | 554  | 582  | 986  | 880  | 2999 | 0    | 0    | 2307 | 764  |
| HCM Platoon Ratio            |     |      |     | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           |     |      |     | 1.00 | 1.00 | 1.00 | 0.99 | 0.99 | 0.00 | 0.00 | 0.88 | 0.88 |
| Uniform Delay (d), s/veh     |     |      |     | 32.0 | 32.7 | 37.9 | 52.3 | 22.0 | 0.0  | 0.0  | 17.6 | 17.7 |
| Incr Delay (d2), s/veh       |     |      |     | 1.1  | 2.0  | 32.3 | 0.8  | 0.1  | 0.0  | 0.0  | 0.3  | 1.0  |
| Initial Q Delay(d3), s/veh   |     |      |     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     |     |      |     | 11.9 | 13.8 | 24.5 | 3.2  | 7.3  | 0.0  | 0.0  | 6.7  | 7.1  |
| Unsig. Movement Delay, s/veh |     |      |     |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        |     |      |     | 33.1 | 34.7 | 70.2 | 53.2 | 22.1 | 0.0  | 0.0  | 17.9 | 18.7 |
| LnGrp LOS                    |     |      |     | C    | C    | F    | D    | C    |      |      | B    | B    |
| Approach Vol, veh/h          |     |      |     |      | 1704 |      |      | 637  |      |      | 963  |      |
| Approach Delay, s/veh        |     |      |     |      | 55.3 |      |      | 28.2 |      |      | 18.1 |      |
| Approach LOS                 |     |      |     |      | E    |      |      | C    |      |      | B    |      |
| Timer - Assigned Phs         |     | 2    |     |      | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     |     | 70.0 |     |      | 12.0 | 58.0 |      | 40.0 |      |      |      |      |
| Change Period (Y+Rc), s      |     | 5.4  |     |      | 5.0  | 5.4  |      | 5.8  |      |      |      |      |
| Max Green Setting (Gmax), s  |     | 64.6 |     |      | 28.0 | 31.6 |      | 34.2 |      |      |      |      |
| Max Q Clear Time (g_c+l1), s |     | 11.2 |     |      | 5.9  | 12.5 |      | 36.2 |      |      |      |      |
| Green Ext Time (p_c), s      |     | 2.6  |     |      | 0.2  | 4.5  |      | 0.0  |      |      |      |      |

### Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 39.2 |
| HCM 7th LOS                  | D    |

### Notes

User approved volume balancing among the lanes for turning movement.

HCM 7th Signalized Intersection Summary  
15: S Main St/N Main St & SR 91 EB Ramps

04/17/2026



| Movement                       | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL | WBT  | WBR | NBL  | NBT                                                                                                                                                                                                                                                                                                                                             | NBR                                                                                 | SBL                                                                                                                                                                                                                                                                                                                                             | SBT  | SBR  |
|--------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----|------|-----|------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|------|
| Lane Configurations            |  |  |  |     |      |     |      |     |  |     |      |      |
| Traffic Volume (veh/h)         | 217                                                                               | 3                                                                                 | 278                                                                               | 0   | 0    | 0   | 0    | 364                                                                                                                                                                                                                                                                                                                                             | 686                                                                                 | 379                                                                                                                                                                                                                                                                                                                                             | 749  | 0    |
| Future Volume (veh/h)          | 217                                                                               | 3                                                                                 | 278                                                                               | 0   | 0    | 0   | 0    | 364                                                                                                                                                                                                                                                                                                                                             | 686                                                                                 | 379                                                                                                                                                                                                                                                                                                                                             | 749  | 0    |
| Initial Q (Qb), veh            | 0                                                                                 | 0                                                                                 | 0                                                                                 |     |      |     | 0    | 0                                                                                                                                                                                                                                                                                                                                               | 0                                                                                   | 0                                                                                                                                                                                                                                                                                                                                               | 0    | 0    |
| Lane Width Adj.                | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |     |      |     | 1.00 | 1.00                                                                                                                                                                                                                                                                                                                                            | 1.00                                                                                | 1.00                                                                                                                                                                                                                                                                                                                                            | 1.00 | 1.00 |
| 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         | 1870                                                                              | 1870                                                                              | 1870                                                                              |     |      |     | 0    | 1870                                                                                                                                                                                                                                                                                                                                            | 1870                                                                                | 1870                                                                                                                                                                                                                                                                                                                                            | 1870 | 0    |
| Adj Flow Rate, veh/h           | 238                                                                               | 0                                                                                 | 302                                                                               |     |      |     | 0    | 396                                                                                                                                                                                                                                                                                                                                             | 746                                                                                 | 412                                                                                                                                                                                                                                                                                                                                             | 814  | 0    |
| Peak Hour Factor               | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |     |      |     | 0.92 | 0.92                                                                                                                                                                                                                                                                                                                                            | 0.92                                                                                | 0.92                                                                                                                                                                                                                                                                                                                                            | 0.92 | 0.92 |
| Percent Heavy Veh, %           | 2                                                                                 | 2                                                                                 | 2                                                                                 |     |      |     | 0    | 2                                                                                                                                                                                                                                                                                                                                               | 2                                                                                   | 2                                                                                                                                                                                                                                                                                                                                               | 2    | 0    |
| Cap, veh/h                     | 419                                                                               | 0                                                                                 | 373                                                                               |     |      |     | 0    | 4548                                                                                                                                                                                                                                                                                                                                            | 952                                                                                 | 466                                                                                                                                                                                                                                                                                                                                             | 3986 | 0    |
| Arrive On Green                | 0.12                                                                              | 0.00                                                                              | 0.12                                                                              |     |      |     | 0.00 | 1.00                                                                                                                                                                                                                                                                                                                                            | 1.00                                                                                | 0.27                                                                                                                                                                                                                                                                                                                                            | 1.00 | 0.00 |
| Sat Flow, veh/h                | 3563                                                                              | 0                                                                                 | 3170                                                                              |     |      |     | 0    | 7930                                                                                                                                                                                                                                                                                                                                            | 1585                                                                                | 3456                                                                                                                                                                                                                                                                                                                                            | 5274 | 0    |
| Grp Volume(v), veh/h           | 238                                                                               | 0                                                                                 | 302                                                                               |     |      |     | 0    | 396                                                                                                                                                                                                                                                                                                                                             | 746                                                                                 | 412                                                                                                                                                                                                                                                                                                                                             | 814  | 0    |
| Grp Sat Flow(s),veh/h/ln       | 1781                                                                              | 0                                                                                 | 1585                                                                              |     |      |     | 0    | 1515                                                                                                                                                                                                                                                                                                                                            | 1585                                                                                | 1728                                                                                                                                                                                                                                                                                                                                            | 1702 | 0    |
| Q Serve(g_s), s                | 6.9                                                                               | 0.0                                                                               | 10.2                                                                              |     |      |     | 0.0  | 0.0                                                                                                                                                                                                                                                                                                                                             | 0.0                                                                                 | 12.6                                                                                                                                                                                                                                                                                                                                            | 0.0  | 0.0  |
| Cycle Q Clear(g_c), s          | 6.9                                                                               | 0.0                                                                               | 10.2                                                                              |     |      |     | 0.0  | 0.0                                                                                                                                                                                                                                                                                                                                             | 0.0                                                                                 | 12.6                                                                                                                                                                                                                                                                                                                                            | 0.0  | 0.0  |
| Prop In Lane                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |     |      |     | 0.00 |                                                                                                                                                                                                                                                                                                                                                 | 1.00                                                                                | 1.00                                                                                                                                                                                                                                                                                                                                            |      | 0.00 |
| Lane Grp Cap(c), veh/h         | 419                                                                               | 0                                                                                 | 373                                                                               |     |      |     | 0    | 4548                                                                                                                                                                                                                                                                                                                                            | 952                                                                                 | 466                                                                                                                                                                                                                                                                                                                                             | 3986 | 0    |
| V/C Ratio(X)                   | 0.57                                                                              | 0.00                                                                              | 0.81                                                                              |     |      |     | 0.00 | 0.09                                                                                                                                                                                                                                                                                                                                            | 0.78                                                                                | 0.88                                                                                                                                                                                                                                                                                                                                            | 0.20 | 0.00 |
| Avail Cap(c_a), veh/h          | 589                                                                               | 0                                                                                 | 525                                                                               |     |      |     | 0    | 4548                                                                                                                                                                                                                                                                                                                                            | 952                                                                                 | 534                                                                                                                                                                                                                                                                                                                                             | 3986 | 0    |
| HCM Platoon Ratio              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |     |      |     | 1.00 | 1.67                                                                                                                                                                                                                                                                                                                                            | 1.67                                                                                | 2.00                                                                                                                                                                                                                                                                                                                                            | 2.00 | 1.00 |
| Upstream Filter(I)             | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              |     |      |     | 0.00 | 0.96                                                                                                                                                                                                                                                                                                                                            | 0.96                                                                                | 0.92                                                                                                                                                                                                                                                                                                                                            | 0.92 | 0.00 |
| Uniform Delay (d), s/veh       | 45.9                                                                              | 0.0                                                                               | 47.3                                                                              |     |      |     | 0.0  | 0.0                                                                                                                                                                                                                                                                                                                                             | 0.0                                                                                 | 39.4                                                                                                                                                                                                                                                                                                                                            | 0.0  | 0.0  |
| Incr Delay (d2), s/veh         | 0.5                                                                               | 0.0                                                                               | 4.3                                                                               |     |      |     | 0.0  | 0.0                                                                                                                                                                                                                                                                                                                                             | 6.2                                                                                 | 12.7                                                                                                                                                                                                                                                                                                                                            | 0.1  | 0.0  |
| Initial Q Delay(d3), s/veh     | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |     |      |     | 0.0  | 0.0                                                                                                                                                                                                                                                                                                                                             | 0.0                                                                                 | 0.0                                                                                                                                                                                                                                                                                                                                             | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln       | 5.6                                                                               | 0.0                                                                               | 7.6                                                                               |     |      |     | 0.0  | 0.0                                                                                                                                                                                                                                                                                                                                             | 2.9                                                                                 | 9.0                                                                                                                                                                                                                                                                                                                                             | 0.1  | 0.0  |
| Unsig. Movement Delay, s/veh   |                                                                                   |                                                                                   |                                                                                   |     |      |     |      |                                                                                                                                                                                                                                                                                                                                                 |                                                                                     |                                                                                                                                                                                                                                                                                                                                                 |      |      |
| LnGrp Delay(d), s/veh          | 46.3                                                                              | 0.0                                                                               | 51.6                                                                              |     |      |     | 0.0  | 0.0                                                                                                                                                                                                                                                                                                                                             | 6.2                                                                                 | 52.0                                                                                                                                                                                                                                                                                                                                            | 0.1  | 0.0  |
| LnGrp LOS                      | D                                                                                 |                                                                                   | D                                                                                 |     |      |     |      | A                                                                                                                                                                                                                                                                                                                                               | A                                                                                   | D                                                                                                                                                                                                                                                                                                                                               | A    |      |
| Approach Vol, veh/h            | 540                                                                               |                                                                                   |                                                                                   |     |      |     | 1142 |                                                                                                                                                                                                                                                                                                                                                 |                                                                                     | 1226                                                                                                                                                                                                                                                                                                                                            |      |      |
| Approach Delay, s/veh          | 49.3                                                                              |                                                                                   |                                                                                   |     |      |     | 4.1  |                                                                                                                                                                                                                                                                                                                                                 |                                                                                     | 17.6                                                                                                                                                                                                                                                                                                                                            |      |      |
| Approach LOS                   | D                                                                                 |                                                                                   |                                                                                   |     |      |     | A    |                                                                                                                                                                                                                                                                                                                                                 |                                                                                     | B                                                                                                                                                                                                                                                                                                                                               |      |      |
| Timer - Assigned Phs           | 1                                                                                 | 2                                                                                 | 4                                                                                 |     | 6    |     |      |                                                                                                                                                                                                                                                                                                                                                 |                                                                                     |                                                                                                                                                                                                                                                                                                                                                 |      |      |
| Phs Duration (G+Y+Rc), s       | 19.8                                                                              | 71.4                                                                              | 18.7                                                                              |     | 91.3 |     |      |                                                                                                                                                                                                                                                                                                                                                 |                                                                                     |                                                                                                                                                                                                                                                                                                                                                 |      |      |
| Change Period (Y+Rc), s        | 5.0                                                                               | 5.4                                                                               | 5.8                                                                               |     | 5.4  |     |      |                                                                                                                                                                                                                                                                                                                                                 |                                                                                     |                                                                                                                                                                                                                                                                                                                                                 |      |      |
| Max Green Setting (Gmax), s    | 17.0                                                                              | 58.6                                                                              | 18.2                                                                              |     | 80.6 |     |      |                                                                                                                                                                                                                                                                                                                                                 |                                                                                     |                                                                                                                                                                                                                                                                                                                                                 |      |      |
| Max Q Clear Time (g_c+14.6), s | 14.6                                                                              | 2.0                                                                               | 12.2                                                                              |     | 2.0  |     |      |                                                                                                                                                                                                                                                                                                                                                 |                                                                                     |                                                                                                                                                                                                                                                                                                                                                 |      |      |
| Green Ext Time (p_c), s        | 0.2                                                                               | 3.7                                                                               | 0.7                                                                               |     | 4.4  |     |      |                                                                                                                                                                                                                                                                                                                                                 |                                                                                     |                                                                                                                                                                                                                                                                                                                                                 |      |      |

Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 18.2 |
| HCM 7th LOS                  | B    |

Notes

User approved volume balancing among the lanes for turning movement.

# HCM 7th Signalized Intersection Summary

16: S Main St & 3rd Street

04/17/2026



| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↰    | ↱    |      | ↰    | ↱    |      | ↰    | ↱    |      | ↰    | ↱    | ↱    |
| Traffic Volume (veh/h)       | 150  | 40   | 15   | 8    | 56   | 147  | 16   | 731  | 14   | 72   | 782  | 170  |
| Future Volume (veh/h)        | 150  | 40   | 15   | 8    | 56   | 147  | 16   | 731  | 14   | 72   | 782  | 170  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 163  | 43   | 16   | 9    | 61   | 160  | 17   | 795  | 15   | 78   | 850  | 185  |
| 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, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 226  | 278  | 104  | 19   | 73   | 191  | 33   | 2798 | 53   | 99   | 2958 | 1022 |
| Arrive On Green              | 0.07 | 0.21 | 0.21 | 0.01 | 0.16 | 0.16 | 0.04 | 1.00 | 1.00 | 0.11 | 1.00 | 1.00 |
| Sat Flow, veh/h              | 3456 | 1300 | 484  | 1781 | 457  | 1198 | 1781 | 5160 | 97   | 1781 | 5106 | 1585 |
| Grp Volume(v), veh/h         | 163  | 0    | 59   | 9    | 0    | 221  | 17   | 524  | 286  | 78   | 850  | 185  |
| Grp Sat Flow(s),veh/h/ln     | 1728 | 0    | 1783 | 1781 | 0    | 1655 | 1781 | 1702 | 1853 | 1781 | 1702 | 1585 |
| Q Serve(g_s), s              | 5.1  | 0.0  | 3.0  | 0.6  | 0.0  | 14.2 | 1.0  | 0.0  | 0.0  | 4.7  | 0.0  | 0.0  |
| Cycle Q Clear(g_c), s        | 5.1  | 0.0  | 3.0  | 0.6  | 0.0  | 14.2 | 1.0  | 0.0  | 0.0  | 4.7  | 0.0  | 0.0  |
| Prop In Lane                 | 1.00 |      | 0.27 | 1.00 |      | 0.72 | 1.00 |      | 0.05 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 226  | 0    | 382  | 19   | 0    | 264  | 33   | 1846 | 1005 | 99   | 2958 | 1022 |
| V/C Ratio(X)                 | 0.72 | 0.00 | 0.15 | 0.46 | 0.00 | 0.84 | 0.52 | 0.28 | 0.28 | 0.79 | 0.29 | 0.18 |
| Avail Cap(c_a), veh/h        | 330  | 0    | 632  | 170  | 0    | 587  | 162  | 1846 | 1005 | 162  | 2958 | 1022 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 0.97 | 0.00 | 0.97 | 0.84 | 0.84 | 0.84 | 0.97 | 0.97 | 0.97 |
| Uniform Delay (d), s/veh     | 50.4 | 0.0  | 35.1 | 54.1 | 0.0  | 44.8 | 52.5 | 0.0  | 0.0  | 48.3 | 0.0  | 0.0  |
| Incr Delay (d2), s/veh       | 4.3  | 0.0  | 0.2  | 6.0  | 0.0  | 6.7  | 3.9  | 0.3  | 0.6  | 5.1  | 0.2  | 0.4  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 4.2  | 0.0  | 2.4  | 0.5  | 0.0  | 10.4 | 0.9  | 0.1  | 0.3  | 3.8  | 0.1  | 0.2  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 54.7 | 0.0  | 35.3 | 60.1 | 0.0  | 51.5 | 56.4 | 0.3  | 0.6  | 53.4 | 0.2  | 0.4  |
| LnGrp LOS                    | D    |      | D    | E    |      | D    | E    | A    | A    | D    | A    | A    |
| Approach Vol, veh/h          | 222  |      |      |      |      | 230  |      | 827  |      | 1113 |      |      |
| Approach Delay, s/veh        | 49.6 |      |      |      |      | 51.9 |      | 1.6  |      | 4.0  |      |      |
| Approach LOS                 | D    |      |      |      |      | D    |      | A    |      | A    |      |      |
| Timer - Assigned Phs         | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 11.1 | 64.7 | 5.7  | 28.5 | 7.0  | 68.7 | 11.7 | 22.6 |      |      |      |      |
| Change Period (Y+Rc), s      | 5.0  | 5.0  | 4.5  | 5.0  | 5.0  | 5.0  | 4.5  | 5.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 10.0 | 31.0 | 10.5 | 39.0 | 10.0 | 31.0 | 10.5 | 39.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 10.0 | 2.0  | 2.6  | 5.0  | 3.0  | 2.0  | 7.1  | 16.2 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 8.4  | 0.0  | 0.3  | 0.0  | 10.6 | 0.1  | 1.3  |      |      |      |      |

### Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 12.0 |
| HCM 7th LOS                  | B    |

### Notes

User approved pedestrian interval to be less than phase max green.



# HCM 7th Signalized Intersection Summary

17: S Main St & 6th St

04/17/2026

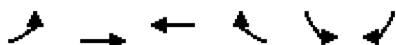


| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 88                                                                                | 198                                                                               | 43                                                                                | 46                                                                                | 429                                                                               | 56                                                                                | 70                                                                                | 641                                                                               | 33                                                                                | 77                                                                                  | 507                                                                                 | 151                                                                                 |
| Future Volume (veh/h)        | 88                                                                                | 198                                                                               | 43                                                                                | 46                                                                                | 429                                                                               | 56                                                                                | 70                                                                                | 641                                                                               | 33                                                                                | 77                                                                                  | 507                                                                                 | 151                                                                                 |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 96                                                                                | 215                                                                               | 47                                                                                | 50                                                                                | 466                                                                               | 61                                                                                | 76                                                                                | 697                                                                               | 36                                                                                | 84                                                                                  | 551                                                                                 | 164                                                                                 |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 120                                                                               | 580                                                                               | 492                                                                               | 64                                                                                | 521                                                                               | 442                                                                               | 97                                                                                | 1382                                                                              | 616                                                                               | 116                                                                                 | 1418                                                                                | 633                                                                                 |
| Arrive On Green              | 0.07                                                                              | 0.31                                                                              | 0.31                                                                              | 0.05                                                                              | 0.37                                                                              | 0.37                                                                              | 0.05                                                                              | 0.39                                                                              | 0.39                                                                              | 0.04                                                                                | 0.27                                                                                | 0.27                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                                | 3554                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h         | 96                                                                                | 215                                                                               | 47                                                                                | 50                                                                                | 466                                                                               | 61                                                                                | 76                                                                                | 697                                                                               | 36                                                                                | 84                                                                                  | 551                                                                                 | 164                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                                | 1777                                                                                | 1585                                                                                |
| Q Serve(g_s), s              | 5.8                                                                               | 9.9                                                                               | 2.3                                                                               | 3.1                                                                               | 25.8                                                                              | 2.8                                                                               | 4.6                                                                               | 16.4                                                                              | 1.6                                                                               | 5.1                                                                                 | 13.9                                                                                | 9.0                                                                                 |
| Cycle Q Clear(g_c), s        | 5.8                                                                               | 9.9                                                                               | 2.3                                                                               | 3.1                                                                               | 25.8                                                                              | 2.8                                                                               | 4.6                                                                               | 16.4                                                                              | 1.6                                                                               | 5.1                                                                                 | 13.9                                                                                | 9.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 120                                                                               | 580                                                                               | 492                                                                               | 64                                                                                | 521                                                                               | 442                                                                               | 97                                                                                | 1382                                                                              | 616                                                                               | 116                                                                                 | 1418                                                                                | 633                                                                                 |
| V/C Ratio(X)                 | 0.80                                                                              | 0.37                                                                              | 0.10                                                                              | 0.78                                                                              | 0.89                                                                              | 0.14                                                                              | 0.78                                                                              | 0.50                                                                              | 0.06                                                                              | 0.73                                                                                | 0.39                                                                                | 0.26                                                                                |
| Avail Cap(c_a), veh/h        | 146                                                                               | 680                                                                               | 576                                                                               | 97                                                                                | 629                                                                               | 533                                                                               | 194                                                                               | 1382                                                                              | 616                                                                               | 162                                                                                 | 1418                                                                                | 633                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.33                                                                              | 1.33                                                                              | 1.33                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.67                                                                                | 0.67                                                                                | 0.67                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.78                                                                              | 0.78                                                                              | 0.78                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                |
| Uniform Delay (d), s/veh     | 50.5                                                                              | 29.6                                                                              | 27.0                                                                              | 51.9                                                                              | 33.1                                                                              | 25.9                                                                              | 51.3                                                                              | 25.6                                                                              | 21.0                                                                              | 51.6                                                                                | 29.3                                                                                | 27.5                                                                                |
| Incr Delay (d2), s/veh       | 18.2                                                                              | 0.6                                                                               | 0.1                                                                               | 7.7                                                                               | 11.7                                                                              | 0.2                                                                               | 5.0                                                                               | 1.3                                                                               | 0.2                                                                               | 4.4                                                                                 | 0.8                                                                                 | 1.0                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 5.8                                                                               | 8.0                                                                               | 1.6                                                                               | 2.7                                                                               | 17.5                                                                              | 1.9                                                                               | 4.0                                                                               | 11.5                                                                              | 1.1                                                                               | 4.4                                                                                 | 10.5                                                                                | 6.7                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 68.8                                                                              | 30.1                                                                              | 27.1                                                                              | 59.6                                                                              | 44.8                                                                              | 26.0                                                                              | 56.4                                                                              | 26.9                                                                              | 21.2                                                                              | 56.1                                                                                | 30.1                                                                                | 28.5                                                                                |
| LnGrp LOS                    | E                                                                                 | C                                                                                 | C                                                                                 | E                                                                                 | D                                                                                 | C                                                                                 | E                                                                                 | C                                                                                 | C                                                                                 | E                                                                                   | C                                                                                   | C                                                                                   |
| Approach Vol, veh/h          | 358                                                                               |                                                                                   |                                                                                   |                                                                                   | 577                                                                               |                                                                                   |                                                                                   |                                                                                   | 809                                                                               |                                                                                     | 799                                                                                 |                                                                                     |
| Approach Delay, s/veh        | 40.1                                                                              |                                                                                   |                                                                                   |                                                                                   | 44.1                                                                              |                                                                                   |                                                                                   |                                                                                   | 29.4                                                                              |                                                                                     | 32.5                                                                                |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                     | C                                                                                   |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                 | 8                                                                                 |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 2.1                                                                               | 48.8                                                                              | 9.0                                                                               | 40.1                                                                              | 11.0                                                                              | 49.9                                                                              | 12.4                                                                              | 36.7                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 10.0                                                                              | 32.0                                                                              | 6.0                                                                               | 40.0                                                                              | 12.0                                                                              | 30.0                                                                              | 9.0                                                                               | 37.0                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 18.4                                                                              | 5.1                                                                               | 11.9                                                                              | 6.6                                                                               | 15.9                                                                              | 7.8                                                                               | 27.8                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 5.4                                                                               | 0.0                                                                               | 2.1                                                                               | 0.0                                                                               | 4.9                                                                               | 0.0                                                                               | 2.9                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh |                                                                                   |                                                                                   | 35.2                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |

# HCM 7th Signalized Intersection Summary

18: Grand Blvd & Joy St

04/17/2026



| Movement                                                                                           | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
|----------------------------------------------------------------------------------------------------|------|------|------|------|------|------|
| Lane Configurations                                                                                |      |      |      |      |      |      |
| Traffic Volume (veh/h)                                                                             | 42   | 341  | 483  | 298  | 230  | 73   |
| Future Volume (veh/h)                                                                              | 42   | 341  | 483  | 298  | 230  | 73   |
| Initial Q (Qb), veh                                                                                | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.                                                                                    | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)                                                                                | 1.00 |      |      | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj                                                                                   | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach                                                                              |      | No   | No   |      | No   |      |
| Adj Sat Flow, veh/h/ln                                                                             | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h                                                                               | 46   | 371  | 525  | 324  | 250  | 79   |
| Peak Hour Factor                                                                                   | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %                                                                               | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                                                                                         | 84   | 1894 | 774  | 477  | 335  | 298  |
| Arrive On Green                                                                                    | 0.05 | 0.53 | 0.37 | 0.37 | 0.19 | 0.19 |
| Sat Flow, veh/h                                                                                    | 1781 | 3647 | 2205 | 1301 | 1781 | 1585 |
| Grp Volume(v), veh/h                                                                               | 46   | 371  | 442  | 407  | 250  | 79   |
| Grp Sat Flow(s), veh/h/ln                                                                          | 1781 | 1777 | 1777 | 1636 | 1781 | 1585 |
| Q Serve(g_s), s                                                                                    | 1.3  | 2.7  | 10.5 | 10.6 | 6.7  | 2.1  |
| Cycle Q Clear(g_c), s                                                                              | 1.3  | 2.7  | 10.5 | 10.6 | 6.7  | 2.1  |
| Prop In Lane                                                                                       | 1.00 |      |      | 0.80 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h                                                                             | 84   | 1894 | 651  | 599  | 335  | 298  |
| V/C Ratio(X)                                                                                       | 0.55 | 0.20 | 0.68 | 0.68 | 0.75 | 0.26 |
| Avail Cap(c_a), veh/h                                                                              | 709  | 1894 | 885  | 814  | 887  | 789  |
| HCM Platoon Ratio                                                                                  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)                                                                                 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh                                                                           | 23.4 | 6.1  | 13.4 | 13.4 | 19.2 | 17.4 |
| Incr Delay (d2), s/veh                                                                             | 5.5  | 0.1  | 1.8  | 1.9  | 3.3  | 0.5  |
| Initial Q Delay(d3), s/veh                                                                         | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln                                                                           | 1.1  | 1.4  | 6.9  | 6.4  | 5.0  | 0.1  |
| Unsig. Movement Delay, s/veh                                                                       |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh                                                                              | 28.9 | 6.2  | 15.2 | 15.4 | 22.5 | 17.9 |
| LnGrp LOS                                                                                          | C    | A    | B    | B    | C    | B    |
| Approach Vol, veh/h                                                                                |      | 417  | 849  |      | 329  |      |
| Approach Delay, s/veh                                                                              |      | 8.7  | 15.3 |      | 21.4 |      |
| Approach LOS                                                                                       |      | A    | B    |      | C    |      |
| Timer - Assigned Phs                                                                               |      | 2    |      | 4    | 5    | 6    |
| Phs Duration (G+Y+Rc), s                                                                           |      | 33.8 |      | 16.5 | 9.4  | 24.4 |
| Change Period (Y+Rc), s                                                                            |      | * 7  |      | 7.0  | 7.0  | 6.0  |
| Max Green Setting (Gmax), s                                                                        |      | * 25 |      | 25.0 | 20.0 | 25.0 |
| Max Q Clear Time (g_c+l1), s                                                                       |      | 4.7  |      | 8.7  | 3.3  | 12.6 |
| Green Ext Time (p_c), s                                                                            |      | 3.2  |      | 0.9  | 0.1  | 5.8  |
| <b>Intersection Summary</b>                                                                        |      |      |      |      |      |      |
| HCM 7th Control Delay, s/veh                                                                       |      |      | 14.8 |      |      |      |
| HCM 7th LOS                                                                                        |      |      | B    |      |      |      |
| <b>Notes</b>                                                                                       |      |      |      |      |      |      |
| * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier. |      |      |      |      |      |      |

1. EX AM Existing - AM 8:00 am 04/17/2026  
GTC

Synchro 12 Report  
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# HCM 7th Signalized Intersection Summary

19: E Grand Blvd & Fullerton Ave

04/17/2026



| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          |      |      |      |      |      |      |      |      |      |      |      |      |
| Traffic Volume (veh/h)       | 13   | 64   | 4    | 98   | 58   | 258  | 1    | 339  | 100  | 187  | 349  | 25   |
| Future Volume (veh/h)        | 13   | 64   | 4    | 98   | 58   | 258  | 1    | 339  | 100  | 187  | 349  | 25   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 14   | 70   | 4    | 107  | 0    | 322  | 1    | 368  | 109  | 203  | 379  | 27   |
| Peak Hour Factor             | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 383  | 339  | 19   | 390  | 0    | 613  | 4    | 848  | 248  | 262  | 1543 | 109  |
| Arrive On Green              | 0.19 | 0.19 | 0.19 | 0.19 | 0.00 | 0.19 | 0.00 | 0.31 | 0.31 | 0.15 | 0.46 | 0.46 |
| Sat Flow, veh/h              | 1058 | 1752 | 100  | 1326 | 0    | 3170 | 1781 | 2712 | 793  | 1781 | 3365 | 239  |
| Grp Volume(v), veh/h         | 14   | 0    | 74   | 107  | 0    | 322  | 1    | 239  | 238  | 203  | 199  | 207  |
| Grp Sat Flow(s), veh/h/ln    | 1058 | 0    | 1852 | 1326 | 0    | 1585 | 1781 | 1777 | 1728 | 1781 | 1777 | 1827 |
| Q Serve(g_s), s              | 0.4  | 0.0  | 1.4  | 3.0  | 0.0  | 3.7  | 0.0  | 4.3  | 4.4  | 4.4  | 2.8  | 2.8  |
| Cycle Q Clear(g_c), s        | 0.4  | 0.0  | 1.4  | 4.3  | 0.0  | 3.7  | 0.0  | 4.3  | 4.4  | 4.4  | 2.8  | 2.8  |
| Prop In Lane                 | 1.00 |      | 0.05 | 1.00 |      | 1.00 | 1.00 |      | 0.46 | 1.00 |      | 0.13 |
| Lane Grp Cap(c), veh/h       | 383  | 0    | 358  | 390  | 0    | 613  | 4    | 556  | 540  | 262  | 815  | 838  |
| V/C Ratio(X)                 | 0.04 | 0.00 | 0.21 | 0.27 | 0.00 | 0.53 | 0.23 | 0.43 | 0.44 | 0.78 | 0.24 | 0.25 |
| Avail Cap(c_a), veh/h        | 833  | 0    | 1147 | 955  | 0    | 1963 | 1103 | 1761 | 1712 | 662  | 1761 | 1811 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 13.3 | 0.0  | 13.7 | 15.5 | 0.0  | 14.6 | 20.1 | 11.0 | 11.0 | 16.6 | 6.7  | 6.7  |
| Incr Delay (d2), s/veh       | 0.0  | 0.0  | 0.3  | 0.4  | 0.0  | 0.7  | 33.6 | 1.1  | 1.2  | 1.9  | 0.3  | 0.3  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 0.2  | 0.0  | 0.9  | 1.4  | 0.0  | 2.1  | 0.1  | 2.7  | 2.7  | 3.0  | 1.4  | 1.5  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 13.3 | 0.0  | 14.0 | 15.9 | 0.0  | 15.3 | 53.7 | 12.1 | 12.3 | 18.4 | 7.0  | 7.0  |
| LnGrp LOS                    | B    |      | B    | B    |      | B    | D    | B    | B    | B    | A    | A    |
| Approach Vol, veh/h          | 88   |      |      | 429  |      |      | 478  |      |      | 609  |      |      |
| Approach Delay, s/veh        | 13.9 |      |      | 15.5 |      |      | 12.3 |      |      | 10.8 |      |      |
| Approach LOS                 | B    |      |      | B    |      |      | B    |      |      | B    |      |      |
| Timer - Assigned Phs         | 1    | 2    |      | 4    | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 4.1  | 23.5 |      | 12.8 | 9.9  | 17.6 |      | 12.8 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0  | 5.0  |      | 5.0  | 4.0  | 5.0  |      | 5.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 25.0 | 40.0 |      | 25.0 | 15.0 | 40.0 |      | 25.0 |      |      |      |      |
| Max Q Clear Time (g_c+I), s  | 12.0 | 4.8  |      | 6.3  | 6.4  | 6.4  |      | 3.4  |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 5.1  |      | 1.5  | 0.2  | 6.2  |      | 0.4  |      |      |      |      |

### Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 12.7 |
| HCM 7th LOS                  | B    |

### Notes

User approved volume balancing among the lanes for turning movement.

# HCM 7th Signalized Intersection Summary

20: Rimpau Ave & Magnolia Ave

04/17/2026



| Movement                     | EBL     | EBT  | EBR  | WBL     | WBT  | WBR  | NBL     | NBT     | NBR     | SBL     | SBT     | SBR  |
|------------------------------|---------|------|------|---------|------|------|---------|---------|---------|---------|---------|------|
| Lane Configurations          | ↰ ↱ ↲ ↳ |      |      | ↰ ↱ ↲ ↳ |      |      | ↰ ↱ ↲ ↳ | ↰ ↱ ↲ ↳ | ↰ ↱ ↲ ↳ | ↰ ↱ ↲ ↳ | ↰ ↱ ↲ ↳ |      |
| Traffic Volume (veh/h)       | 81      | 672  | 83   | 506     | 1144 | 56   | 103     | 277     | 365     | 125     | 323     | 25   |
| Future Volume (veh/h)        | 81      | 672  | 83   | 506     | 1144 | 56   | 103     | 277     | 365     | 125     | 323     | 25   |
| Initial Q (Qb), veh          | 0       | 0    | 0    | 0       | 0    | 0    | 0       | 0       | 0       | 0       | 0       | 0    |
| Lane Width Adj.              | 1.00    | 1.00 | 1.00 | 1.00    | 1.00 | 1.00 | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00    |      | 1.00 | 1.00    |      | 1.00 | 1.00    |         | 1.00    | 1.00    |         | 1.00 |
| Parking Bus, Adj             | 1.00    | 1.00 | 1.00 | 1.00    | 1.00 | 1.00 | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00 |
| Work Zone On Approach        | No      |      |      | No      |      |      | No      |         |         | No      |         |      |
| Adj Sat Flow, veh/h/ln       | 1870    | 1870 | 1870 | 1870    | 1870 | 1870 | 1870    | 1870    | 1870    | 1870    | 1870    | 1870 |
| Adj Flow Rate, veh/h         | 88      | 730  | 90   | 550     | 1243 | 61   | 112     | 301     | 397     | 136     | 351     | 27   |
| Peak Hour Factor             | 0.92    | 0.92 | 0.92 | 0.92    | 0.92 | 0.92 | 0.92    | 0.92    | 0.92    | 0.92    | 0.92    | 0.92 |
| Percent Heavy Veh, %         | 2       | 2    | 2    | 2       | 2    | 2    | 2       | 2       | 2       | 2       | 2       | 2    |
| Cap, veh/h                   | 326     | 1001 | 122  | 1035    | 1663 | 82   | 138     | 411     | 348     | 162     | 399     | 31   |
| Arrive On Green              | 0.06    | 0.07 | 0.07 | 0.30    | 0.33 | 0.33 | 0.08    | 0.22    | 0.22    | 0.09    | 0.23    | 0.23 |
| Sat Flow, veh/h              | 1781    | 4609 | 564  | 3456    | 4986 | 245  | 1781    | 1870    | 1585    | 1781    | 1715    | 132  |
| Grp Volume(v), veh/h         | 88      | 538  | 282  | 550     | 849  | 455  | 112     | 301     | 397     | 136     | 0       | 378  |
| Grp Sat Flow(s),veh/h/ln     | 1781    | 1702 | 1769 | 1728    | 1702 | 1826 | 1781    | 1870    | 1585    | 1781    | 0       | 1847 |
| Q Serve(g_s), s              | 5.2     | 17.0 | 17.2 | 14.6    | 24.3 | 24.4 | 6.8     | 16.5    | 12.4    | 8.3     | 0.0     | 21.7 |
| Cycle Q Clear(g_c), s        | 5.2     | 17.0 | 17.2 | 14.6    | 24.3 | 24.4 | 6.8     | 16.5    | 12.4    | 8.3     | 0.0     | 21.7 |
| Prop In Lane                 | 1.00    |      | 0.32 | 1.00    |      | 0.13 | 1.00    |         | 1.00    | 1.00    |         | 0.07 |
| Lane Grp Cap(c), veh/h       | 326     | 739  | 384  | 1035    | 1135 | 609  | 138     | 411     | 348     | 162     | 0       | 430  |
| V/C Ratio(X)                 | 0.27    | 0.73 | 0.74 | 0.53    | 0.75 | 0.75 | 0.81    | 0.73    | 1.14    | 0.84    | 0.00    | 0.88 |
| Avail Cap(c_a), veh/h        | 326     | 836  | 434  | 1035    | 1238 | 664  | 162     | 544     | 461     | 162     | 0       | 537  |
| HCM Platoon Ratio            | 0.33    | 0.33 | 0.33 | 1.00    | 1.00 | 1.00 | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00 |
| Upstream Filter(I)           | 0.89    | 0.89 | 0.89 | 1.00    | 1.00 | 1.00 | 1.00    | 1.00    | 1.00    | 0.81    | 0.00    | 0.81 |
| Uniform Delay (d), s/veh     | 44.7    | 47.9 | 48.0 | 32.1    | 32.5 | 32.5 | 49.9    | 39.9    | 11.2    | 49.2    | 0.0     | 40.7 |
| Incr Delay (d2), s/veh       | 0.1     | 5.5  | 10.6 | 0.5     | 4.5  | 8.2  | 21.4    | 4.4     | 87.5    | 25.5    | 0.0     | 11.9 |
| 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(95%),veh/ln     | 4.3     | 12.8 | 14.0 | 10.2    | 15.9 | 17.7 | 6.9     | 12.7    | 19.7    | 8.0     | 0.0     | 16.1 |
| Unsig. Movement Delay, s/veh |         |      |      |         |      |      |         |         |         |         |         |      |
| LnGrp Delay(d), s/veh        | 44.8    | 53.4 | 58.6 | 32.6    | 37.1 | 40.7 | 71.3    | 44.3    | 98.7    | 74.7    | 0.0     | 52.6 |
| LnGrp LOS                    | D       | D    | E    | C       | D    | D    | E       | D       | F       | E       |         | D    |
| Approach Vol, veh/h          | 908     |      |      |         |      | 1854 |         | 810     |         | 514     |         |      |
| Approach Delay, s/veh        | 54.2    |      |      |         |      | 36.6 |         | 74.7    |         | 58.4    |         |      |
| Approach LOS                 | D       |      |      |         |      | D    |         | E       |         | E       |         |      |
| Timer - Assigned Phs         | 1       | 2    | 3    | 4       | 5    | 6    | 7       | 8       |         |         |         |      |
| Phs Duration (G+Y+Rc), s     | 5.0     | 29.2 | 36.9 | 28.9    | 13.5 | 30.6 | 24.1    | 41.7    |         |         |         |      |
| Change Period (Y+Rc), s      | 5.0     | 5.0  | 4.0  | 5.0     | 5.0  | 5.0  | 4.0     | 5.0     |         |         |         |      |
| Max Green Setting (Gmax), s  | 10.0    | 32.0 | 22.0 | 27.0    | 10.0 | 32.0 | 9.0     | 40.0    |         |         |         |      |
| Max Q Clear Time (g_c+10), s | 10.0    | 18.5 | 16.6 | 19.2    | 8.8  | 23.7 | 7.2     | 26.4    |         |         |         |      |
| Green Ext Time (p_c), s      | 0.0     | 4.0  | 1.1  | 4.7     | 0.0  | 1.9  | 0.0     | 10.3    |         |         |         |      |
| Intersection Summary         |         |      |      |         |      |      |         |         |         |         |         |      |
| HCM 7th Control Delay, s/veh |         |      | 50.8 |         |      |      |         |         |         |         |         |      |
| HCM 7th LOS                  |         |      | D    |         |      |      |         |         |         |         |         |      |

# HCM 7th Signalized Intersection Summary

21: Magnolia Ave & Fullerton Ave

04/17/2026



| Movement                     | EBL                                                              | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------------------------------------------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          | <div>↩ ↑↑↑</div> <div>↩ ↑↑</div> <div>↩ ↑↑</div> <div>↩ ↑↑</div> |      |      |      |      |      |      |      |      |      |      |      |
| Traffic Volume (veh/h)       | 53                                                               | 479  | 137  | 181  | 979  | 125  | 70   | 317  | 371  | 89   | 420  | 65   |
| Future Volume (veh/h)        | 53                                                               | 479  | 137  | 181  | 979  | 125  | 70   | 317  | 371  | 89   | 420  | 65   |
| Initial Q (Qb), veh          | 0                                                                | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              | 1.00                                                             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00                                                             |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00                                                             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No                                                               |      |      | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870                                                             | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 58                                                               | 521  | 149  | 197  | 1064 | 136  | 76   | 345  | 403  | 97   | 457  | 71   |
| 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, %         | 2                                                                | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 247                                                              | 845  | 235  | 479  | 1221 | 544  | 97   | 509  | 454  | 113  | 910  | 141  |
| Arrive On Green              | 0.14                                                             | 0.21 | 0.21 | 0.36 | 0.46 | 0.46 | 0.05 | 0.29 | 0.29 | 0.06 | 0.30 | 0.30 |
| Sat Flow, veh/h              | 1781                                                             | 3970 | 1105 | 1781 | 3554 | 1585 | 1781 | 1777 | 1585 | 1781 | 3085 | 477  |
| Grp Volume(v), veh/h         | 58                                                               | 445  | 225  | 197  | 1064 | 136  | 76   | 345  | 403  | 97   | 262  | 266  |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                             | 1702 | 1671 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 1777 | 1785 |
| Q Serve(g_s), s              | 3.2                                                              | 13.0 | 13.5 | 9.2  | 29.7 | 4.5  | 4.6  | 18.9 | 26.8 | 5.9  | 13.4 | 13.6 |
| Cycle Q Clear(g_c), s        | 3.2                                                              | 13.0 | 13.5 | 9.2  | 29.7 | 4.5  | 4.6  | 18.9 | 26.8 | 5.9  | 13.4 | 13.6 |
| Prop In Lane                 | 1.00                                                             |      | 0.66 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 0.27 |
| Lane Grp Cap(c), veh/h       | 247                                                              | 725  | 356  | 479  | 1221 | 544  | 97   | 509  | 454  | 113  | 524  | 527  |
| V/C Ratio(X)                 | 0.24                                                             | 0.61 | 0.63 | 0.41 | 0.87 | 0.25 | 0.78 | 0.68 | 0.89 | 0.86 | 0.50 | 0.50 |
| Avail Cap(c_a), veh/h        | 247                                                              | 1160 | 570  | 479  | 1276 | 569  | 162  | 549  | 490  | 113  | 524  | 527  |
| 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)           | 0.87                                                             | 0.87 | 0.87 | 0.76 | 0.76 | 0.76 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 42.2                                                             | 39.2 | 39.4 | 28.8 | 27.7 | 12.6 | 51.3 | 34.8 | 37.6 | 51.0 | 32.1 | 32.1 |
| Incr Delay (d2), s/veh       | 0.4                                                              | 3.4  | 7.3  | 0.4  | 6.8  | 0.8  | 12.5 | 3.5  | 17.6 | 43.6 | 1.1  | 1.1  |
| Initial Q Delay(d3), s/veh   | 0.0                                                              | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 2.6                                                              | 9.4  | 10.0 | 6.6  | 17.5 | 3.9  | 4.3  | 13.4 | 18.2 | 7.2  | 9.9  | 10.0 |
| Unsig. Movement Delay, s/veh |                                                                  |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 42.6                                                             | 42.6 | 46.7 | 29.2 | 34.5 | 13.4 | 63.9 | 38.3 | 55.2 | 94.6 | 33.1 | 33.2 |
| LnGrp LOS                    | D                                                                | D    | D    | C    | C    | B    | E    | D    | E    | F    | C    | C    |
| Approach Vol, veh/h          | 728                                                              |      |      | 1397 |      |      | 824  |      |      | 625  |      |      |
| Approach Delay, s/veh        | 43.8                                                             |      |      | 31.7 |      |      | 48.9 |      |      | 42.7 |      |      |
| Approach LOS                 | D                                                                |      |      | C    |      |      | D    |      |      | D    |      |      |
| Timer - Assigned Phs         | 1                                                                | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 1.0                                                              | 36.5 | 33.6 | 28.9 | 10.0 | 37.5 | 19.2 | 43.3 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0                                                              | 5.0  | 4.0  | 5.5  | 4.0  | 5.0  | 4.0  | 5.5  |      |      |      |      |
| Max Green Setting (Gmax), s  | 7.0                                                              | 34.0 | 13.0 | 37.5 | 10.0 | 31.0 | 11.0 | 39.5 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 7.0                                                              | 28.8 | 11.2 | 15.5 | 6.6  | 15.6 | 5.2  | 31.7 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0                                                              | 2.7  | 0.1  | 7.9  | 0.0  | 3.9  | 0.0  | 6.1  |      |      |      |      |
| Intersection Summary         |                                                                  |      |      |      |      |      |      |      |      |      |      |      |
| HCM 7th Control Delay, s/veh | 40.1                                                             |      |      |      |      |      |      |      |      |      |      |      |
| HCM 7th LOS                  | D                                                                |      |      |      |      |      |      |      |      |      |      |      |

# HCM 7th Signalized Intersection Summary

22: Kellog Ave & Magnolia Ave

04/17/2026



| Movement                       | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR  | NBL                                                                               | NBT                                                                               | NBR  | SBL                                                                               | SBT                                                                               | SBR  |
|--------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Configurations            |  |  |  |  |  |      |  |  |      |  |  |      |
| Traffic Volume (veh/h)         | 30                                                                                | 482                                                                               | 65                                                                                | 185                                                                               | 643                                                                               | 59   | 23                                                                                | 157                                                                               | 98   | 88                                                                                | 194                                                                               | 29   |
| Future Volume (veh/h)          | 30                                                                                | 482                                                                               | 65                                                                                | 185                                                                               | 643                                                                               | 59   | 23                                                                                | 157                                                                               | 98   | 88                                                                                | 194                                                                               | 29   |
| Initial Q (Qb), veh            | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Lane Width Adj.                | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 |
| Ped-Bike Adj(A_pbT)            | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00 | 1.00                                                                              |                                                                                   | 1.00 | 1.00                                                                              |                                                                                   | 1.00 |
| Parking Bus, Adj               | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 |
| Work Zone On Approach          | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |      | No                                                                                |                                                                                   |      | No                                                                                |                                                                                   |      |
| Adj Sat Flow, veh/h/ln         | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870 | 1870                                                                              | 1870                                                                              | 1870 | 1870                                                                              | 1870                                                                              | 1870 |
| Adj Flow Rate, veh/h           | 33                                                                                | 524                                                                               | 71                                                                                | 201                                                                               | 699                                                                               | 64   | 25                                                                                | 171                                                                               | 107  | 96                                                                                | 211                                                                               | 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, %           | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2    |
| Cap, veh/h                     | 51                                                                                | 1672                                                                              | 746                                                                               | 226                                                                               | 1871                                                                              | 171  | 43                                                                                | 208                                                                               | 130  | 81                                                                                | 341                                                                               | 52   |
| Arrive On Green                | 0.03                                                                              | 0.47                                                                              | 0.47                                                                              | 0.25                                                                              | 1.00                                                                              | 1.00 | 0.02                                                                              | 0.19                                                                              | 0.19 | 0.05                                                                              | 0.21                                                                              | 0.21 |
| Sat Flow, veh/h                | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                              | 3292                                                                              | 301  | 1781                                                                              | 1076                                                                              | 673  | 1781                                                                              | 1586                                                                              | 241  |
| Grp Volume(v), veh/h           | 33                                                                                | 524                                                                               | 71                                                                                | 201                                                                               | 377                                                                               | 386  | 25                                                                                | 0                                                                                 | 278  | 96                                                                                | 0                                                                                 | 243  |
| Grp Sat Flow(s),veh/h/ln       | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1816 | 1781                                                                              | 0                                                                                 | 1749 | 1781                                                                              | 0                                                                                 | 1827 |
| Q Serve(g_s), s                | 2.0                                                                               | 10.1                                                                              | 2.7                                                                               | 12.0                                                                              | 0.0                                                                               | 0.0  | 1.5                                                                               | 0.0                                                                               | 16.8 | 5.0                                                                               | 0.0                                                                               | 13.3 |
| Cycle Q Clear(g_c), s          | 2.0                                                                               | 10.1                                                                              | 2.7                                                                               | 12.0                                                                              | 0.0                                                                               | 0.0  | 1.5                                                                               | 0.0                                                                               | 16.8 | 5.0                                                                               | 0.0                                                                               | 13.3 |
| Prop In Lane                   | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.17 | 1.00                                                                              |                                                                                   | 0.38 | 1.00                                                                              |                                                                                   | 0.13 |
| Lane Grp Cap(c), veh/h         | 51                                                                                | 1672                                                                              | 746                                                                               | 226                                                                               | 1010                                                                              | 1032 | 43                                                                                | 0                                                                                 | 339  | 81                                                                                | 0                                                                                 | 392  |
| V/C Ratio(X)                   | 0.64                                                                              | 0.31                                                                              | 0.10                                                                              | 0.89                                                                              | 0.37                                                                              | 0.37 | 0.58                                                                              | 0.00                                                                              | 0.82 | 1.19                                                                              | 0.00                                                                              | 0.62 |
| Avail Cap(c_a), veh/h          | 97                                                                                | 1672                                                                              | 746                                                                               | 227                                                                               | 1010                                                                              | 1032 | 97                                                                                | 0                                                                                 | 747  | 81                                                                                | 0                                                                                 | 764  |
| 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                                                                              | 0.71                                                                              | 0.71                                                                              | 0.71 | 1.00                                                                              | 0.00                                                                              | 1.00 | 1.00                                                                              | 0.00                                                                              | 1.00 |
| Uniform Delay (d), s/veh       | 52.8                                                                              | 18.1                                                                              | 16.1                                                                              | 40.3                                                                              | 0.0                                                                               | 0.0  | 53.1                                                                              | 0.0                                                                               | 42.5 | 52.5                                                                              | 0.0                                                                               | 39.1 |
| Incr Delay (d2), s/veh         | 12.6                                                                              | 0.5                                                                               | 0.3                                                                               | 25.1                                                                              | 0.8                                                                               | 0.7  | 11.6                                                                              | 0.0                                                                               | 6.9  | 158.4                                                                             | 0.0                                                                               | 2.3  |
| Initial Q Delay(d3), s/veh     | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0  | 0.0                                                                               | 0.0                                                                               | 0.0  | 0.0                                                                               | 0.0                                                                               | 0.0  |
| %ile BackOfQ(95%),veh/ln       | 1.9                                                                               | 7.6                                                                               | 1.9                                                                               | 9.5                                                                               | 0.4                                                                               | 0.4  | 1.5                                                                               | 0.0                                                                               | 12.4 | 10.2                                                                              | 0.0                                                                               | 10.2 |
| Unsig. Movement Delay, s/veh   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |
| LnGrp Delay(d), s/veh          | 65.4                                                                              | 18.6                                                                              | 16.4                                                                              | 65.4                                                                              | 0.8                                                                               | 0.7  | 64.7                                                                              | 0.0                                                                               | 49.4 | 210.9                                                                             | 0.0                                                                               | 41.4 |
| LnGrp LOS                      | E                                                                                 | B                                                                                 | B                                                                                 | E                                                                                 | A                                                                                 | A    | E                                                                                 |                                                                                   | D    | F                                                                                 |                                                                                   | D    |
| Approach Vol, veh/h            | 628                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 964  |                                                                                   | 303                                                                               |      | 339                                                                               |                                                                                   |      |
| Approach Delay, s/veh          | 20.8                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 14.2 |                                                                                   | 50.7                                                                              |      | 89.4                                                                              |                                                                                   |      |
| Approach LOS                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | B    |                                                                                   | D                                                                                 |      | F                                                                                 |                                                                                   |      |
| Timer - Assigned Phs           | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6    | 7                                                                                 | 8                                                                                 |      |                                                                                   |                                                                                   |      |
| Phs Duration (G+Y+Rc), s       | 7.9                                                                               | 56.8                                                                              | 6.7                                                                               | 28.6                                                                              | 7.2                                                                               | 67.5 | 9.0                                                                               | 26.3                                                                              |      |                                                                                   |                                                                                   |      |
| Change Period (Y+Rc), s        | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0  | 4.0                                                                               | 5.0                                                                               |      |                                                                                   |                                                                                   |      |
| Max Green Setting (Gmax), s    | 14.0                                                                              | 26.0                                                                              | 6.0                                                                               | 46.0                                                                              | 6.0                                                                               | 34.0 | 5.0                                                                               | 47.0                                                                              |      |                                                                                   |                                                                                   |      |
| Max Q Clear Time (g_c+14.0), s | 14.0                                                                              | 12.1                                                                              | 3.5                                                                               | 15.3                                                                              | 4.0                                                                               | 2.0  | 7.0                                                                               | 18.8                                                                              |      |                                                                                   |                                                                                   |      |
| Green Ext Time (p_c), s        | 0.0                                                                               | 5.3                                                                               | 0.0                                                                               | 2.2                                                                               | 0.0                                                                               | 10.6 | 0.0                                                                               | 2.5                                                                               |      |                                                                                   |                                                                                   |      |
| Intersection Summary           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |
| HCM 7th Control Delay, s/veh   |                                                                                   |                                                                                   | 32.4                                                                              |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |
| HCM 7th LOS                    |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |

# HCM 7th Signalized Intersection Summary

23: Magnolia Ave & Ontario Ave

04/17/2026



| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↔↔   | ↑↑↑  | ↗    | ↔↔   | ↑↑↑  |      | ↗    | ↑↑   | ↗    | ↗    | ↑↑   | ↗    |
| Traffic Volume (veh/h)       | 240  | 673  | 59   | 139  | 744  | 50   | 49   | 289  | 78   | 62   | 404  | 275  |
| Future Volume (veh/h)        | 240  | 673  | 59   | 139  | 744  | 50   | 49   | 289  | 78   | 62   | 404  | 275  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 261  | 732  | 0    | 151  | 809  | 0    | 53   | 314  | 85   | 67   | 439  | 299  |
| 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, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 323  | 2576 |      | 213  | 2414 |      | 68   | 772  | 344  | 86   | 807  | 360  |
| Arrive On Green              | 0.09 | 0.50 | 0.00 | 0.06 | 0.47 | 0.00 | 0.04 | 0.22 | 0.22 | 0.05 | 0.23 | 0.23 |
| Sat Flow, veh/h              | 3456 | 5106 | 1585 | 3456 | 5274 | 0    | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h         | 261  | 732  | 0    | 151  | 809  | 0    | 53   | 314  | 85   | 67   | 439  | 299  |
| Grp Sat Flow(s),veh/h/ln     | 1728 | 1702 | 1585 | 1728 | 1702 | 0    | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s              | 8.1  | 9.1  | 0.0  | 4.7  | 10.9 | 0.0  | 3.2  | 8.3  | 4.9  | 4.1  | 12.0 | 19.8 |
| Cycle Q Clear(g_c), s        | 8.1  | 9.1  | 0.0  | 4.7  | 10.9 | 0.0  | 3.2  | 8.3  | 4.9  | 4.1  | 12.0 | 19.8 |
| Prop In Lane                 | 1.00 |      | 1.00 | 1.00 |      | 0.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 323  | 2576 |      | 213  | 2414 |      | 68   | 772  | 344  | 86   | 807  | 360  |
| V/C Ratio(X)                 | 0.81 | 0.28 |      | 0.71 | 0.34 |      | 0.78 | 0.41 | 0.25 | 0.78 | 0.54 | 0.83 |
| Avail Cap(c_a), veh/h        | 408  | 2576 |      | 440  | 2414 |      | 146  | 1098 | 490  | 146  | 1098 | 490  |
| 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 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 48.9 | 15.8 | 0.0  | 50.6 | 18.2 | 0.0  | 52.4 | 37.0 | 35.6 | 51.8 | 37.5 | 40.5 |
| Incr Delay (d2), s/veh       | 7.2  | 0.3  | 0.0  | 1.6  | 0.4  | 0.0  | 6.9  | 0.3  | 0.4  | 5.6  | 0.6  | 8.5  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 6.9  | 6.4  | 0.0  | 3.8  | 7.7  | 0.0  | 2.8  | 6.6  | 3.5  | 3.5  | 9.0  | 13.3 |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 56.1 | 16.0 | 0.0  | 52.3 | 18.5 | 0.0  | 59.3 | 37.3 | 36.0 | 57.3 | 38.0 | 49.0 |
| LnGrp LOS                    | E    | B    |      | D    | B    |      | E    | D    | D    | E    | D    | D    |
| Approach Vol, veh/h          | 993  |      |      | 960  |      |      | 452  |      |      | 805  |      |      |
| Approach Delay, s/veh        | 26.6 |      |      | 23.8 |      |      | 39.6 |      |      | 43.7 |      |      |
| Approach LOS                 | C    |      |      | C    |      |      | D    |      |      | D    |      |      |
| Timer - Assigned Phs         | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 10.8 | 61.0 | 8.2  | 30.0 | 14.3 | 57.5 | 9.3  | 28.9 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0  | 5.5  | 4.0  | 5.0  | 4.0  | 5.5  | 4.0  | 5.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 14.0 | 34.5 | 9.0  | 34.0 | 13.0 | 35.5 | 9.0  | 34.0 |      |      |      |      |
| Max Q Clear Time (g_c+I), s  | 10.7 | 11.1 | 5.2  | 21.8 | 10.1 | 12.9 | 6.1  | 10.3 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.1  | 7.3  | 0.0  | 3.2  | 0.2  | 8.0  | 0.0  | 2.3  |      |      |      |      |

## Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 31.9 |
| HCM 7th LOS                  | C    |

## Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



# HCM 7th Signalized Intersection Summary

## 1: E Grand Blvd/Grand Blvd & 3rd Street

05/11/2026

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |  |
| Traffic Volume (veh/h)       | 30                                                                                | 40                                                                                | 195                                                                               | 11                                                                                | 27                                                                                | 30                                                                                | 93                                                                                  | 809                                                                                 | 8                                                                                   | 65                                                                                  | 899                                                                                 | 35                                                                                  |
| Future Volume (veh/h)        | 30                                                                                | 40                                                                                | 195                                                                               | 11                                                                                | 27                                                                                | 30                                                                                | 93                                                                                  | 809                                                                                 | 8                                                                                   | 65                                                                                  | 899                                                                                 | 35                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 33                                                                                | 43                                                                                | 212                                                                               | 12                                                                                | 29                                                                                | 33                                                                                | 101                                                                                 | 879                                                                                 | 9                                                                                   | 71                                                                                  | 977                                                                                 | 38                                                                                  |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 387                                                                               | 58                                                                                | 284                                                                               | 217                                                                               | 168                                                                               | 191                                                                               | 135                                                                                 | 1600                                                                                | 16                                                                                  | 112                                                                                 | 1503                                                                                | 58                                                                                  |
| Arrive On Green              | 0.21                                                                              | 0.21                                                                              | 0.21                                                                              | 0.21                                                                              | 0.21                                                                              | 0.21                                                                              | 0.08                                                                                | 0.44                                                                                | 0.44                                                                                | 0.06                                                                                | 0.43                                                                                | 0.43                                                                                |
| Sat Flow, veh/h              | 1340                                                                              | 274                                                                               | 1353                                                                              | 1125                                                                              | 798                                                                               | 908                                                                               | 1781                                                                                | 3604                                                                                | 37                                                                                  | 1781                                                                                | 3487                                                                                | 136                                                                                 |
| Grp Volume(v), veh/h         | 33                                                                                | 0                                                                                 | 255                                                                               | 12                                                                                | 0                                                                                 | 62                                                                                | 101                                                                                 | 433                                                                                 | 455                                                                                 | 71                                                                                  | 498                                                                                 | 517                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1340                                                                              | 0                                                                                 | 1627                                                                              | 1125                                                                              | 0                                                                                 | 1707                                                                              | 1781                                                                                | 1777                                                                                | 1864                                                                                | 1781                                                                                | 1777                                                                                | 1846                                                                                |
| Q Serve(g_s), s              | 1.0                                                                               | 0.0                                                                               | 7.3                                                                               | 0.5                                                                               | 0.0                                                                               | 1.5                                                                               | 2.7                                                                                 | 8.9                                                                                 | 8.9                                                                                 | 1.9                                                                                 | 11.0                                                                                | 11.0                                                                                |
| Cycle Q Clear(g_c), s        | 2.5                                                                               | 0.0                                                                               | 7.3                                                                               | 7.8                                                                               | 0.0                                                                               | 1.5                                                                               | 2.7                                                                                 | 8.9                                                                                 | 8.9                                                                                 | 1.9                                                                                 | 11.0                                                                                | 11.0                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.83                                                                              | 1.00                                                                              |                                                                                   | 0.53                                                                              | 1.00                                                                                |                                                                                     | 0.02                                                                                | 1.00                                                                                |                                                                                     | 0.07                                                                                |
| Lane Grp Cap(c), veh/h       | 387                                                                               | 0                                                                                 | 342                                                                               | 217                                                                               | 0                                                                                 | 359                                                                               | 135                                                                                 | 789                                                                                 | 827                                                                                 | 112                                                                                 | 766                                                                                 | 796                                                                                 |
| V/C Ratio(X)                 | 0.09                                                                              | 0.00                                                                              | 0.75                                                                              | 0.06                                                                              | 0.00                                                                              | 0.17                                                                              | 0.75                                                                                | 0.55                                                                                | 0.55                                                                                | 0.63                                                                                | 0.65                                                                                | 0.65                                                                                |
| Avail Cap(c_a), veh/h        | 647                                                                               | 0                                                                                 | 658                                                                               | 639                                                                               | 0                                                                                 | 1000                                                                              | 540                                                                                 | 1185                                                                                | 1243                                                                                | 540                                                                                 | 1077                                                                                | 1119                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 17.0                                                                              | 0.0                                                                               | 18.3                                                                              | 21.9                                                                              | 0.0                                                                               | 16.0                                                                              | 22.4                                                                                | 10.1                                                                                | 10.1                                                                                | 22.6                                                                                | 11.1                                                                                | 11.1                                                                                |
| Incr Delay (d2), s/veh       | 0.1                                                                               | 0.0                                                                               | 3.2                                                                               | 0.1                                                                               | 0.0                                                                               | 0.2                                                                               | 3.1                                                                                 | 0.9                                                                                 | 0.8                                                                                 | 2.2                                                                                 | 1.3                                                                                 | 1.3                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 0.5                                                                               | 0.0                                                                               | 4.9                                                                               | 0.2                                                                               | 0.0                                                                               | 1.0                                                                               | 2.1                                                                                 | 5.3                                                                                 | 5.5                                                                                 | 1.5                                                                                 | 6.7                                                                                 | 6.9                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 17.1                                                                              | 0.0                                                                               | 21.5                                                                              | 22.0                                                                              | 0.0                                                                               | 16.2                                                                              | 25.5                                                                                | 11.0                                                                                | 10.9                                                                                | 24.8                                                                                | 12.5                                                                                | 12.4                                                                                |
| LnGrp LOS                    | B                                                                                 |                                                                                   | C                                                                                 | C                                                                                 |                                                                                   | B                                                                                 | C                                                                                   | B                                                                                   | B                                                                                   | C                                                                                   | B                                                                                   | B                                                                                   |
| Approach Vol, veh/h          | 288                                                                               |                                                                                   |                                                                                   | 74                                                                                |                                                                                   |                                                                                   | 989                                                                                 |                                                                                     |                                                                                     | 1086                                                                                |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 21.0                                                                              |                                                                                   |                                                                                   | 17.2                                                                              |                                                                                   |                                                                                   | 12.4                                                                                |                                                                                     |                                                                                     | 13.2                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 7.1                                                                               | 27.0                                                                              |                                                                                   | 15.4                                                                              | 7.8                                                                               | 26.3                                                                              |                                                                                     | 15.4                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               |                                                                                     | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 15.0                                                                              | 33.0                                                                              |                                                                                   | 20.0                                                                              | 15.0                                                                              | 30.0                                                                              |                                                                                     | 29.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 3.9                                                                               | 10.9                                                                              |                                                                                   | 9.3                                                                               | 4.7                                                                               | 13.0                                                                              |                                                                                     | 9.8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 8.3                                                                               |                                                                                   | 1.2                                                                               | 0.1                                                                               | 8.4                                                                               |                                                                                     | 0.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 14.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

## 2. EX PM Existing - PM 5:00 pm 04/17/2026 GTC

 Synchro 12 Report  
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| Intersection             |                                                                                   |          |                                                                                   |        |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 3.7                                                                               |          |                                                                                   |        |                                                                                   |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR    | SBL                                                                               | SBT                                                                               |
| Lane Configurations      |  |          |  |        |  |  |
| Traffic Vol, veh/h       | 5                                                                                 | 168      | 756                                                                               | 13     | 354                                                                               | 755                                                                               |
| Future Vol, veh/h        | 5                                                                                 | 168      | 756                                                                               | 13     | 354                                                                               | 755                                                                               |
| 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                                                                                 | -        | -                                                                                 | -      | 50                                                                                | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -        | 0                                                                                 | -      | -                                                                                 | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -        | 0                                                                                 | -      | -                                                                                 | 0                                                                                 |
| Peak Hour Factor         | 92                                                                                | 92       | 92                                                                                | 92     | 92                                                                                | 92                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2        | 2                                                                                 | 2      | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 5                                                                                 | 183      | 822                                                                               | 14     | 385                                                                               | 821                                                                               |
|                          |                                                                                   |          |                                                                                   |        |                                                                                   |                                                                                   |
| Major/Minor              | Minor1                                                                            | Major1   |                                                                                   | Major2 |                                                                                   |                                                                                   |
| Conflicting Flow All     | 2009                                                                              | 418      | 0                                                                                 | 0      | 836                                                                               | 0                                                                                 |
| Stage 1                  | 829                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Stage 2                  | 1180                                                                              | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Critical Hdwy            | 6.84                                                                              | 6.94     | -                                                                                 | -      | 4.14                                                                              | -                                                                                 |
| Critical Hdwy Stg 1      | 5.84                                                                              | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 2      | 5.84                                                                              | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Follow-up Hdwy           | 3.52                                                                              | 3.32     | -                                                                                 | -      | 2.22                                                                              | -                                                                                 |
| Pot Cap-1 Maneuver       | 51                                                                                | 584      | -                                                                                 | -      | 794                                                                               | -                                                                                 |
| Stage 1                  | 389                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Stage 2                  | 254                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -      |                                                                                   | -                                                                                 |
| Mov Cap-1 Maneuver       | 26                                                                                | 584      | -                                                                                 | -      | 794                                                                               | -                                                                                 |
| Mov Cap-2 Maneuver       | 98                                                                                | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Stage 1                  | 389                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Stage 2                  | 131                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
|                          |                                                                                   |          |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |          |                                                                                   |        |                                                                                   |                                                                                   |
| Approach                 | WB                                                                                | NB       |                                                                                   | SB     |                                                                                   |                                                                                   |
| HCM Ctrl Dly, s/v        | 16.1                                                                              | 0        |                                                                                   | 4.38   |                                                                                   |                                                                                   |
| HCM LOS                  | C                                                                                 |          |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |          |                                                                                   |        |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 | SBL                                                                               | SBT    |                                                                                   |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | -        | 511                                                                               | 794    | -                                                                                 |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | -        | 0.368                                                                             | 0.485  | -                                                                                 |                                                                                   |
| HCM Ctrl Dly (s/v)       | -                                                                                 | -        | 16.1                                                                              | 13.7   | -                                                                                 |                                                                                   |
| HCM Lane LOS             | -                                                                                 | -        | C                                                                                 | B      | -                                                                                 |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | -        | 1.7                                                                               | 2.7    | -                                                                                 |                                                                                   |

**Intersection**

Int Delay, s/veh 0.5

**Movement** EBT EBR WBL WBT NBL NBR

Lane Configurations

Traffic Vol, veh/h 404 5 5 181 8 14

Future Vol, veh/h 404 5 5 181 8 14

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 439 5 5 197 9 15

**Major/Minor** Major1 Major2 Minor1

Conflicting Flow All 0 0 445 0 649 442

Stage 1 - - - - 442 -

Stage 2 - - - - 208 -

Critical Hdwy - - 4.12 - 6.42 6.22

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy - - 2.218 - 3.518 3.318

Pot Cap-1 Maneuver - - 1116 - 434 616

Stage 1 - - - - 648 -

Stage 2 - - - - 827 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - 1116 - 432 616

Mov Cap-2 Maneuver - - - - 432 -

Stage 1 - - - - 648 -

Stage 2 - - - - 823 -

**Approach** EB WB NB

HCM Ctrl Dly, s/v 0 0.22 12.07

HCM LOS B

**Minor Lane/Major Mvmt** NBLn1 EBT EBR WBL WBT

Capacity (veh/h) 533 - - 48 -

HCM Lane V/C Ratio 0.045 - - 0.005 -

HCM Ctrl Dly (s/v) 12.1 - - 8.2 0

HCM Lane LOS B - - A A

HCM 95th %tile Q(veh) 0.1 - - 0 -

| Intersection             |        |                                                                                   |                                                                                   |       |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 1      |                                                                                   |                                                                                   |       |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR   | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |       |  |       |
| Traffic Vol, veh/h       | 3      | 371                                                                               | 160                                                                               | 18    | 41                                                                                | 4     |
| Future Vol, veh/h        | 3      | 371                                                                               | 160                                                                               | 18    | 41                                                                                | 4     |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0     | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free  | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None  | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -     | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -     | 0                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -     | 0                                                                                 | -     |
| Peak Hour Factor         | 92     | 92                                                                                | 92                                                                                | 92    | 92                                                                                | 92    |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2                                                                                 | 2     | 2                                                                                 | 2     |
| Mvmt Flow                | 3      | 403                                                                               | 174                                                                               | 20    | 45                                                                                | 4     |
| Major/Minor              | Major1 | Major2                                                                            | Minor2                                                                            |       |                                                                                   |       |
| Conflicting Flow All     | 193    | 0                                                                                 | -                                                                                 | 0     | 593                                                                               | 184   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -     | 184                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -     | 410                                                                               | -     |
| Critical Hdwy            | 4.12   | -                                                                                 | -                                                                                 | -     | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -     | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -     | 5.42                                                                              | -     |
| Follow-up Hdwy           | 2.218  | -                                                                                 | -                                                                                 | -     | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | 1380   | -                                                                                 | -                                                                                 | -     | 468                                                                               | 859   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -     | 848                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -     | 670                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -     |                                                                                   |       |
| Mov Cap-1 Maneuver       | 1380   | -                                                                                 | -                                                                                 | -     | 467                                                                               | 859   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -     | 467                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -     | 845                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -     | 670                                                                               | -     |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB    |                                                                                   |       |
| HCM Ctrl Dly, s/v        | 0.06   | 0                                                                                 |                                                                                   | 13.23 |                                                                                   |       |
| HCM LOS                  |        |                                                                                   |                                                                                   | B     |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR   | SBLn1                                                                             |       |
| Capacity (veh/h)         | 14     | -                                                                                 | -                                                                                 | -     | 486                                                                               |       |
| HCM Lane V/C Ratio       | 0.002  | -                                                                                 | -                                                                                 | -     | 0.101                                                                             |       |
| HCM Ctrl Dly (s/v)       | 7.6    | 0                                                                                 | -                                                                                 | -     | 13.2                                                                              |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -     | B                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -     | 0.3                                                                               |       |

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |       |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 3.1                                                                               |        |       |                                                                                   |                                                                                   |       |
| Movement                 | EBT                                                                               | EBR    | WBL   | WBT                                                                               | NBL                                                                               | NBR   |
| Lane Configurations      |  |        |       |  |  |       |
| Traffic Vol, veh/h       | 6                                                                                 | 448    | 3     | 10                                                                                | 164                                                                               | 0     |
| Future Vol, veh/h        | 6                                                                                 | 448    | 3     | 10                                                                                | 164                                                                               | 0     |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0     |
| Sign Control             | Free                                                                              | Free   | Free  | Free                                                                              | Stop                                                                              | Stop  |
| RT Channelized           | -                                                                                 | None   | -     | None                                                                              | -                                                                                 | None  |
| Storage Length           | -                                                                                 | -      | -     | -                                                                                 | 0                                                                                 | -     |
| Veh in Median Storage, # | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -     |
| Grade, %                 | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -     |
| Peak Hour Factor         | 92                                                                                | 92     | 92    | 92                                                                                | 92                                                                                | 92    |
| Heavy Vehicles, %        | 2                                                                                 | 2      | 2     | 2                                                                                 | 2                                                                                 | 2     |
| Mvmt Flow                | 7                                                                                 | 487    | 3     | 11                                                                                | 178                                                                               | 0     |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |       |
| Major/Minor              | Major1                                                                            | Major2 |       | Minor1                                                                            |                                                                                   |       |
| Conflicting Flow All     | 0                                                                                 | 0      | 493   | 0                                                                                 | 267                                                                               | 250   |
| Stage 1                  | -                                                                                 | -      | -     | -                                                                                 | 250                                                                               | -     |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | 17                                                                                | -     |
| Critical Hdwy            | -                                                                                 | -      | 4.12  | -                                                                                 | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -                                                                                 | -      | -     | -                                                                                 | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -                                                                                 | -      | -     | -                                                                                 | 5.42                                                                              | -     |
| Follow-up Hdwy           | -                                                                                 | -      | 2.218 | -                                                                                 | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | -                                                                                 | -      | 1070  | -                                                                                 | 722                                                                               | 789   |
| Stage 1                  | -                                                                                 | -      | -     | -                                                                                 | 792                                                                               | -     |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | 1005                                                                              | -     |
| Platoon blocked, %       | -                                                                                 | -      |       | -                                                                                 |                                                                                   |       |
| Mov Cap-1 Maneuver       | -                                                                                 | -      | 1070  | -                                                                                 | 720                                                                               | 789   |
| Mov Cap-2 Maneuver       | -                                                                                 | -      | -     | -                                                                                 | 720                                                                               | -     |
| Stage 1                  | -                                                                                 | -      | -     | -                                                                                 | 792                                                                               | -     |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | 1002                                                                              | -     |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |       |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |       |
| Approach                 | EB                                                                                | WB     |       | NB                                                                                |                                                                                   |       |
| HCM Ctrl Dly, s/v        | 0                                                                                 | 1.93   |       | 11.64                                                                             |                                                                                   |       |
| HCM LOS                  | B                                                                                 |        |       |                                                                                   |                                                                                   |       |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |       |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |       |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT    | EBR   | WBL                                                                               | WBT                                                                               |       |
| Capacity (veh/h)         | 720                                                                               | -      | -     | 415                                                                               | -                                                                                 |       |
| HCM Lane V/C Ratio       | 0.248                                                                             | -      | -     | 0.003                                                                             | -                                                                                 |       |
| HCM Ctrl Dly (s/v)       | 11.6                                                                              | -      | -     | 8.4                                                                               | 0                                                                                 |       |
| HCM Lane LOS             | B                                                                                 | -      | -     | A                                                                                 | A                                                                                 |       |
| HCM 95th %tile Q(veh)    | 1                                                                                 | -      | -     | 0                                                                                 | -                                                                                 |       |

| Intersection             |                                                                                   |          |                                                                                   |        |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.1                                                                               |          |                                                                                   |        |                                                                                   |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR    | SBL                                                                               | SBT                                                                               |
| Lane Configurations      |  |          |  |        |  |  |
| Traffic Vol, veh/h       | 0                                                                                 | 3        | 742                                                                               | 3      | 13                                                                                | 775                                                                               |
| Future Vol, veh/h        | 0                                                                                 | 3        | 742                                                                               | 3      | 13                                                                                | 775                                                                               |
| 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                                                                                 | -        | -                                                                                 | -      | 50                                                                                | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -        | 0                                                                                 | -      | -                                                                                 | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -        | 0                                                                                 | -      | -                                                                                 | 0                                                                                 |
| Peak Hour Factor         | 92                                                                                | 92       | 92                                                                                | 92     | 92                                                                                | 92                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2        | 2                                                                                 | 2      | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 0                                                                                 | 3        | 807                                                                               | 3      | 14                                                                                | 842                                                                               |
|                          |                                                                                   |          |                                                                                   |        |                                                                                   |                                                                                   |
| Major/Minor              | Minor1                                                                            | Major1   |                                                                                   | Major2 |                                                                                   |                                                                                   |
| Conflicting Flow All     | 1258                                                                              | 405      | 0                                                                                 | 0      | 810                                                                               | 0                                                                                 |
| Stage 1                  | 808                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Stage 2                  | 449                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Critical Hdwy            | 6.84                                                                              | 6.94     | -                                                                                 | -      | 4.14                                                                              | -                                                                                 |
| Critical Hdwy Stg 1      | 5.84                                                                              | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 2      | 5.84                                                                              | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Follow-up Hdwy           | 3.52                                                                              | 3.32     | -                                                                                 | -      | 2.22                                                                              | -                                                                                 |
| Pot Cap-1 Maneuver       | 163                                                                               | 595      | -                                                                                 | -      | 812                                                                               | -                                                                                 |
| Stage 1                  | 399                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Stage 2                  | 610                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -      |                                                                                   | -                                                                                 |
| Mov Cap-1 Maneuver       | 160                                                                               | 595      | -                                                                                 | -      | 812                                                                               | -                                                                                 |
| Mov Cap-2 Maneuver       | 287                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Stage 1                  | 399                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Stage 2                  | 599                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
|                          |                                                                                   |          |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |          |                                                                                   |        |                                                                                   |                                                                                   |
| Approach                 | WB                                                                                | NB       |                                                                                   | SB     |                                                                                   |                                                                                   |
| HCM Ctrl Dly, s/v        | 11.08                                                                             | 0        |                                                                                   | 0.16   |                                                                                   |                                                                                   |
| HCM LOS                  | B                                                                                 |          |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |          |                                                                                   |        |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 | SBL                                                                               | SBT    |                                                                                   |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | -        | 595                                                                               | 812    | -                                                                                 |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | -        | 0.005                                                                             | 0.017  | -                                                                                 |                                                                                   |
| HCM Ctrl Dly (s/v)       | -                                                                                 | -        | 11.1                                                                              | 9.5    | -                                                                                 |                                                                                   |
| HCM Lane LOS             | -                                                                                 | -        | B                                                                                 | A      | -                                                                                 |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | -        | 0                                                                                 | 0.1    | -                                                                                 |                                                                                   |

# HCM 7th Signalized Intersection Summary

7: E Grand Blvd & 6th St

05/11/2026

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 40                                                                                | 478                                                                               | 65                                                                                | 128                                                                               | 398                                                                               | 330                                                                               | 80                                                                                  | 403                                                                                 | 117                                                                                 | 267                                                                                 | 473                                                                                 | 19                                                                                  |
| Future Volume (veh/h)        | 40                                                                                | 478                                                                               | 65                                                                                | 128                                                                               | 398                                                                               | 330                                                                               | 80                                                                                  | 403                                                                                 | 117                                                                                 | 267                                                                                 | 473                                                                                 | 19                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 43                                                                                | 520                                                                               | 71                                                                                | 139                                                                               | 433                                                                               | 359                                                                               | 87                                                                                  | 438                                                                                 | 127                                                                                 | 290                                                                                 | 514                                                                                 | 21                                                                                  |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 55                                                                                | 713                                                                               | 604                                                                               | 162                                                                               | 826                                                                               | 700                                                                               | 110                                                                                 | 521                                                                                 | 150                                                                                 | 308                                                                                 | 1051                                                                                | 43                                                                                  |
| Arrive On Green              | 0.03                                                                              | 0.38                                                                              | 0.38                                                                              | 0.15                                                                              | 0.74                                                                              | 0.74                                                                              | 0.06                                                                                | 0.19                                                                                | 0.19                                                                                | 0.17                                                                                | 0.30                                                                                | 0.30                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                                | 2723                                                                                | 783                                                                                 | 1781                                                                                | 3480                                                                                | 142                                                                                 |
| Grp Volume(v), veh/h         | 43                                                                                | 520                                                                               | 71                                                                                | 139                                                                               | 433                                                                               | 359                                                                               | 87                                                                                  | 284                                                                                 | 281                                                                                 | 290                                                                                 | 262                                                                                 | 273                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                                | 1777                                                                                | 1729                                                                                | 1781                                                                                | 1777                                                                                | 1845                                                                                |
| Q Serve(g_s), s              | 2.6                                                                               | 26.2                                                                              | 3.2                                                                               | 8.4                                                                               | 10.9                                                                              | 10.5                                                                              | 5.3                                                                                 | 17.0                                                                                | 17.2                                                                                | 17.7                                                                                | 13.3                                                                                | 13.3                                                                                |
| Cycle Q Clear(g_c), s        | 2.6                                                                               | 26.2                                                                              | 3.2                                                                               | 8.4                                                                               | 10.9                                                                              | 10.5                                                                              | 5.3                                                                                 | 17.0                                                                                | 17.2                                                                                | 17.7                                                                                | 13.3                                                                                | 13.3                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.45                                                                                | 1.00                                                                                |                                                                                     | 0.08                                                                                |
| Lane Grp Cap(c), veh/h       | 55                                                                                | 713                                                                               | 604                                                                               | 162                                                                               | 826                                                                               | 700                                                                               | 110                                                                                 | 340                                                                                 | 331                                                                                 | 308                                                                                 | 537                                                                                 | 557                                                                                 |
| V/C Ratio(X)                 | 0.78                                                                              | 0.73                                                                              | 0.12                                                                              | 0.86                                                                              | 0.52                                                                              | 0.51                                                                              | 0.79                                                                                | 0.84                                                                                | 0.85                                                                                | 0.94                                                                                | 0.49                                                                                | 0.49                                                                                |
| Avail Cap(c_a), veh/h        | 162                                                                               | 713                                                                               | 604                                                                               | 162                                                                               | 826                                                                               | 700                                                                               | 178                                                                                 | 372                                                                                 | 362                                                                                 | 308                                                                                 | 537                                                                                 | 557                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.67                                                                              | 1.67                                                                              | 1.67                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 0.62                                                                              | 0.62                                                                              | 0.62                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 52.9                                                                              | 29.2                                                                              | 22.0                                                                              | 46.0                                                                              | 9.5                                                                               | 9.5                                                                               | 50.9                                                                                | 42.8                                                                                | 42.9                                                                                | 45.0                                                                                | 31.4                                                                                | 31.4                                                                                |
| Incr Delay (d2), s/veh       | 5.5                                                                               | 4.1                                                                               | 0.2                                                                               | 32.9                                                                              | 2.4                                                                               | 2.7                                                                               | 4.3                                                                                 | 15.3                                                                                | 16.8                                                                                | 35.9                                                                                | 1.5                                                                                 | 1.4                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 2.3                                                                               | 16.9                                                                              | 2.2                                                                               | 8.6                                                                               | 6.8                                                                               | 5.8                                                                               | 4.5                                                                                 | 13.5                                                                                | 13.5                                                                                | 16.2                                                                                | 9.9                                                                                 | 10.2                                                                                |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 58.4                                                                              | 33.2                                                                              | 22.3                                                                              | 78.8                                                                              | 11.9                                                                              | 12.1                                                                              | 55.1                                                                                | 58.1                                                                                | 59.7                                                                                | 80.9                                                                                | 32.9                                                                                | 32.9                                                                                |
| LnGrp LOS                    | E                                                                                 | C                                                                                 | C                                                                                 | E                                                                                 | B                                                                                 | B                                                                                 | E                                                                                   | E                                                                                   | E                                                                                   | F                                                                                   | C                                                                                   | C                                                                                   |
| Approach Vol, veh/h          | 634                                                                               |                                                                                   |                                                                                   | 931                                                                               |                                                                                   |                                                                                   | 652                                                                                 |                                                                                     |                                                                                     | 825                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 33.7                                                                              |                                                                                   |                                                                                   | 22.0                                                                              |                                                                                   |                                                                                   | 58.4                                                                                |                                                                                     |                                                                                     | 49.7                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | E                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 14.0                                                                              | 46.9                                                                              | 10.8                                                                              | 38.2                                                                              | 7.4                                                                               | 53.6                                                                              | 23.0                                                                                | 26.1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 10.0                                                                              | 40.0                                                                              | 11.0                                                                              | 31.0                                                                              | 10.0                                                                              | 40.0                                                                              | 19.0                                                                                | 23.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 10.4                                                                              | 28.2                                                                              | 7.3                                                                               | 15.3                                                                              | 4.6                                                                               | 12.9                                                                              | 19.7                                                                                | 19.2                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 4.8                                                                               | 0.0                                                                               | 5.0                                                                               | 0.0                                                                               | 9.0                                                                               | 0.0                                                                                 | 1.8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 39.8                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

2. EX PM Existing - PM 5:00 pm 04/17/2026  
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| Intersection             |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.2                                                                               |                                                                                   |                                                                                   |      |                                                                                   |      |
| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
| Lane Configurations      |  |  |  |      |  |      |
| Traffic Vol, veh/h       | 6                                                                                 | 821                                                                               | 848                                                                               | 4    | 4                                                                                 | 10   |
| Future Vol, veh/h        | 6                                                                                 | 821                                                                               | 848                                                                               | 4    | 4                                                                                 | 10   |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0    |
| Sign Control             | Free                                                                              | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None | -                                                                                 | None |
| Storage Length           | 50                                                                                | -                                                                                 | -                                                                                 | -    | 0                                                                                 | -    |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Grade, %                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92                                                                                | 92                                                                                | 92   | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 7                                                                                 | 892                                                                               | 922                                                                               | 4    | 4                                                                                 | 11   |

| Major/Minor          | Major1 | Major2 | Minor2      |
|----------------------|--------|--------|-------------|
| Conflicting Flow All | 926    | 0      | 0 1383 463  |
| Stage 1              | -      | -      | - 924 -     |
| Stage 2              | -      | -      | - 459 -     |
| Critical Hdwy        | 4.14   | -      | - 6.84 6.94 |
| Critical Hdwy Stg 1  | -      | -      | - 5.84 -    |
| Critical Hdwy Stg 2  | -      | -      | - 5.84 -    |
| Follow-up Hdwy       | 2.22   | -      | - 3.52 3.32 |
| Pot Cap-1 Maneuver   | 734    | -      | - 135 546   |
| Stage 1              | -      | -      | - 347 -     |
| Stage 2              | -      | -      | - 603 -     |
| Platoon blocked, %   | -      | -      | -           |
| Mov Cap-1 Maneuver   | 734    | -      | - 134 546   |
| Mov Cap-2 Maneuver   | -      | -      | - 254 -     |
| Stage 1              | -      | -      | - 344 -     |
| Stage 2              | -      | -      | - 603 -     |

| Approach          | EB   | WB | SB    |
|-------------------|------|----|-------|
| HCM Ctrl Dly, s/v | 0.07 | 0  | 14.09 |
| HCM LOS           |      |    | B     |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 734   | -   | -   | -   | 411   |
| HCM Lane V/C Ratio    | 0.009 | -   | -   | -   | 0.037 |
| HCM Ctrl Dly (s/v)    | 10    | -   | -   | -   | 14.1  |
| HCM Lane LOS          | A     | -   | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   | 0.1   |

# HCM 7th Signalized Intersection Summary

9: Rimpau Ave & 6th St

04/17/2026

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 7                                                                                 | 598                                                                               | 126                                                                               | 155                                                                               | 636                                                                               | 77                                                                                | 182                                                                                 | 110                                                                                 | 208                                                                                 | 265                                                                                 | 175                                                                                 | 8                                                                                   |
| Future Volume (veh/h)        | 7                                                                                 | 598                                                                               | 126                                                                               | 155                                                                               | 636                                                                               | 77                                                                                | 182                                                                                 | 110                                                                                 | 208                                                                                 | 265                                                                                 | 175                                                                                 | 8                                                                                   |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 8                                                                                 | 650                                                                               | 137                                                                               | 168                                                                               | 691                                                                               | 84                                                                                | 198                                                                                 | 120                                                                                 | 226                                                                                 | 288                                                                                 | 190                                                                                 | 9                                                                                   |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 18                                                                                | 1108                                                                              | 233                                                                               | 199                                                                               | 1535                                                                              | 186                                                                               | 416                                                                                 | 129                                                                                 | 243                                                                                 | 297                                                                                 | 443                                                                                 | 21                                                                                  |
| Arrive On Green              | 0.00                                                                              | 0.13                                                                              | 0.13                                                                              | 0.11                                                                              | 0.48                                                                              | 0.48                                                                              | 0.09                                                                                | 0.22                                                                                | 0.22                                                                                | 0.12                                                                                | 0.25                                                                                | 0.25                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 2922                                                                              | 615                                                                               | 1781                                                                              | 3190                                                                              | 387                                                                               | 1781                                                                                | 580                                                                                 | 1093                                                                                | 1781                                                                                | 1771                                                                                | 84                                                                                  |
| Grp Volume(v), veh/h         | 8                                                                                 | 395                                                                               | 392                                                                               | 168                                                                               | 385                                                                               | 390                                                                               | 198                                                                                 | 0                                                                                   | 346                                                                                 | 288                                                                                 | 0                                                                                   | 199                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1760                                                                              | 1781                                                                              | 1777                                                                              | 1801                                                                              | 1781                                                                                | 0                                                                                   | 1674                                                                                | 1781                                                                                | 0                                                                                   | 1855                                                                                |
| Q Serve(g_s), s              | 0.5                                                                               | 23.1                                                                              | 23.1                                                                              | 10.2                                                                              | 15.8                                                                              | 15.8                                                                              | 9.4                                                                                 | 0.0                                                                                 | 22.3                                                                                | 13.0                                                                                | 0.0                                                                                 | 9.9                                                                                 |
| Cycle Q Clear(g_c), s        | 0.5                                                                               | 23.1                                                                              | 23.1                                                                              | 10.2                                                                              | 15.8                                                                              | 15.8                                                                              | 9.4                                                                                 | 0.0                                                                                 | 22.3                                                                                | 13.0                                                                                | 0.0                                                                                 | 9.9                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.35                                                                              | 1.00                                                                              |                                                                                   | 0.22                                                                              | 1.00                                                                                |                                                                                     | 0.65                                                                                | 1.00                                                                                |                                                                                     | 0.05                                                                                |
| Lane Grp Cap(c), veh/h       | 18                                                                                | 674                                                                               | 668                                                                               | 199                                                                               | 855                                                                               | 866                                                                               | 416                                                                                 | 0                                                                                   | 373                                                                                 | 297                                                                                 | 0                                                                                   | 464                                                                                 |
| V/C Ratio(X)                 | 0.46                                                                              | 0.59                                                                              | 0.59                                                                              | 0.84                                                                              | 0.45                                                                              | 0.45                                                                              | 0.48                                                                                | 0.00                                                                                | 0.93                                                                                | 0.97                                                                                | 0.00                                                                                | 0.43                                                                                |
| Avail Cap(c_a), veh/h        | 162                                                                               | 674                                                                               | 668                                                                               | 275                                                                               | 855                                                                               | 866                                                                               | 416                                                                                 | 0                                                                                   | 380                                                                                 | 297                                                                                 | 0                                                                                   | 472                                                                                 |
| HCM Platoon Ratio            | 0.33                                                                              | 0.33                                                                              | 0.33                                                                              | 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                                                                              | 0.70                                                                                | 0.00                                                                                | 0.70                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 54.5                                                                              | 40.0                                                                              | 40.0                                                                              | 47.9                                                                              | 18.9                                                                              | 18.9                                                                              | 29.4                                                                                | 0.0                                                                                 | 41.9                                                                                | 31.5                                                                                | 0.0                                                                                 | 34.7                                                                                |
| Incr Delay (d2), s/veh       | 17.3                                                                              | 3.7                                                                               | 3.8                                                                               | 15.6                                                                              | 1.7                                                                               | 1.7                                                                               | 0.6                                                                                 | 0.0                                                                                 | 22.6                                                                                | 44.1                                                                                | 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(95%),veh/ln     | 0.6                                                                               | 17.3                                                                              | 17.2                                                                              | 9.2                                                                               | 11.0                                                                              | 11.2                                                                              | 6.9                                                                                 | 0.0                                                                                 | 16.1                                                                                | 14.5                                                                                | 0.0                                                                                 | 8.1                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 71.8                                                                              | 43.7                                                                              | 43.7                                                                              | 63.6                                                                              | 20.6                                                                              | 20.6                                                                              | 30.0                                                                                | 0.0                                                                                 | 64.5                                                                                | 75.6                                                                                | 0.0                                                                                 | 35.6                                                                                |
| LnGrp LOS                    | E                                                                                 | D                                                                                 | D                                                                                 | E                                                                                 | C                                                                                 | C                                                                                 | C                                                                                   |                                                                                     | E                                                                                   | E                                                                                   |                                                                                     | D                                                                                   |
| Approach Vol, veh/h          | 795                                                                               |                                                                                   |                                                                                   | 943                                                                               |                                                                                   |                                                                                   | 544                                                                                 |                                                                                     |                                                                                     | 487                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 44.0                                                                              |                                                                                   |                                                                                   | 28.3                                                                              |                                                                                   |                                                                                   | 51.9                                                                                |                                                                                     |                                                                                     | 59.3                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                   |                                                                                     |                                                                                     | E                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 16.3                                                                              | 47.2                                                                              | 17.0                                                                              | 29.5                                                                              | 5.1                                                                               | 58.4                                                                              | 14.0                                                                                | 32.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.5                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.5                                                                               | 4.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 17.0                                                                              | 36.5                                                                              | 13.0                                                                              | 25.0                                                                              | 10.0                                                                              | 43.5                                                                              | 10.0                                                                                | 28.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 12.2                                                                              | 25.1                                                                              | 15.0                                                                              | 24.3                                                                              | 2.5                                                                               | 17.8                                                                              | 11.4                                                                                | 11.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.2                                                                               | 6.1                                                                               | 0.0                                                                               | 0.2                                                                               | 0.0                                                                               | 9.9                                                                               | 0.0                                                                                 | 1.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 42.9                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

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HCM 7th TWSC  
10: Park Driveway (East) & Quarry St

04/17/2026

| Intersection             |                                                                                   |      |      |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.5                                                                               |      |      |                                                                                   |                                                                                   |      |
| Movement                 | EBT                                                                               | EBR  | WBL  | WBT                                                                               | NBL                                                                               | NBR  |
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 404                                                                               | 6    | 5    | 184                                                                               | 8                                                                                 | 13   |
| Future Vol, veh/h        | 404                                                                               | 6    | 5    | 184                                                                               | 8                                                                                 | 13   |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Free                                                                              | Free | Free | Free                                                                              | Stop                                                                              | Stop |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | -                                                                                 | -    | -    | -                                                                                 | 0                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92   | 92   | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2    | 2                                                                                 | 2                                                                                 | 2    |
| Mvmt Flow                | 439                                                                               | 7    | 5    | 200                                                                               | 9                                                                                 | 14   |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 446    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | 4.12   |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | 2.218  |
| Pot Cap-1 Maneuver   | -      | -      | 1115   |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 1115   |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach          | EB | WB   | NB    |
|-------------------|----|------|-------|
| HCM Ctrl Dly, s/v | 0  | 0.22 | 12.12 |
| HCM LOS           |    |      | B     |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 528   | -   | -   | 48    | -   |
| HCM Lane V/C Ratio    | 0.043 | -   | -   | 0.005 | -   |
| HCM Ctrl Dly (s/v)    | 12.1  | -   | -   | 8.2   | 0   |
| HCM Lane LOS          | B     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | 0     | -   |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.3  |      |      |      |      |      |
| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations      | W    | W    | T    | T    | T    | T    |
| Traffic Vol, veh/h       | 7    | 5    | 167  | 4    | 8    | 438  |
| Future Vol, veh/h        | 7    | 5    | 167  | 4    | 8    | 438  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | 0    | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 8    | 5    | 182  | 4    | 9    | 476  |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 677    | 184    | 0      |
| Stage 1              | 184    | -      | -      |
| Stage 2              | 493    | -      | -      |
| Critical Hdwy        | 6.42   | 6.22   | -      |
| Critical Hdwy Stg 1  | 5.42   | -      | -      |
| Critical Hdwy Stg 2  | 5.42   | -      | -      |
| Follow-up Hdwy       | 3.518  | 3.318  | -      |
| Pot Cap-1 Maneuver   | 418    | 859    | -      |
| Stage 1              | 848    | -      | -      |
| Stage 2              | 614    | -      | -      |
| Platoon blocked, %   |        | -      | -      |
| Mov Cap-1 Maneuver   | 415    | 859    | -      |
| Mov Cap-2 Maneuver   | 415    | -      | -      |
| Stage 1              | 848    | -      | -      |
| Stage 2              | 608    | -      | -      |

| Approach          | WB    | NB | SB   |
|-------------------|-------|----|------|
| HCM Ctrl Dly, s/v | 11.98 | 0  | 0.14 |
| HCM LOS           | B     |    |      |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT   |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h)      | -   | -        | 528   | 32    |
| HCM Lane V/C Ratio    | -   | -        | 0.025 | 0.006 |
| HCM Ctrl Dly (s/v)    | -   | -        | 12    | 7.6   |
| HCM Lane LOS          | -   | -        | B     | A     |
| HCM 95th %tile Q(veh) | -   | -        | 0.1   | 0     |

| Intersection             |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.1                                                                               |                                                                                   |                                                                                   |      |                                                                                   |      |
| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
| Lane Configurations      |  |  |  |      |  |      |
| Traffic Vol, veh/h       | 6                                                                                 | 796                                                                               | 816                                                                               | 4    | 0                                                                                 | 10   |
| Future Vol, veh/h        | 6                                                                                 | 796                                                                               | 816                                                                               | 4    | 0                                                                                 | 10   |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0    |
| Sign Control             | Free                                                                              | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None | -                                                                                 | None |
| Storage Length           | 50                                                                                | -                                                                                 | -                                                                                 | -    | 0                                                                                 | -    |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Grade, %                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92                                                                                | 92                                                                                | 92   | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 7                                                                                 | 865                                                                               | 887                                                                               | 4    | 0                                                                                 | 11   |

| Major/Minor          | Major1 | Major2 | Minor2 |      |      |
|----------------------|--------|--------|--------|------|------|
| Conflicting Flow All | 891    | 0      | 0      | 1335 | 446  |
| Stage 1              | -      | -      | -      | 889  | -    |
| Stage 2              | -      | -      | -      | 446  | -    |
| Critical Hdwy        | 4.14   | -      | -      | 6.84 | 6.94 |
| Critical Hdwy Stg 1  | -      | -      | -      | 5.84 | -    |
| Critical Hdwy Stg 2  | -      | -      | -      | 5.84 | -    |
| Follow-up Hdwy       | 2.22   | -      | -      | 3.52 | 3.32 |
| Pot Cap-1 Maneuver   | 756    | -      | -      | 145  | 560  |
| Stage 1              | -      | -      | -      | 362  | -    |
| Stage 2              | -      | -      | -      | 612  | -    |
| Platoon blocked, %   | -      | -      | -      |      |      |
| Mov Cap-1 Maneuver   | 756    | -      | -      | 144  | 560  |
| Mov Cap-2 Maneuver   | -      | -      | -      | 266  | -    |
| Stage 1              | -      | -      | -      | 359  | -    |
| Stage 2              | -      | -      | -      | 612  | -    |

| Approach          | EB   | WB | SB    |
|-------------------|------|----|-------|
| HCM Ctrl Dly, s/v | 0.07 | 0  | 11.55 |
| HCM LOS           |      |    | B     |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 756   | -   | -   | -   | 560   |
| HCM Lane V/C Ratio    | 0.009 | -   | -   | -   | 0.019 |
| HCM Ctrl Dly (s/v)    | 9.8   | -   | -   | -   | 11.6  |
| HCM Lane LOS          | A     | -   | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   | 0.1   |

# HCM 7th Signalized Intersection Summary

13: N Main St & Grand Blvd

04/17/2026

|                                           |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                  | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations                       |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)                    | 254                                                                               | 306                                                                               | 254                                                                               | 271                                                                               | 125                                                                               | 273                                                                               | 143                                                                                | 803                                                                                 | 246                                                                                 | 195                                                                                 | 868                                                                                 | 195                                                                                 |
| Future Volume (veh/h)                     | 254                                                                               | 306                                                                               | 254                                                                               | 271                                                                               | 125                                                                               | 273                                                                               | 143                                                                                | 803                                                                                 | 246                                                                                 | 195                                                                                 | 868                                                                                 | 195                                                                                 |
| Initial Q (Qb), veh                       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.                           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)                       | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj                          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                     | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                 |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln                    | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                               | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h                      | 276                                                                               | 333                                                                               | 276                                                                               | 295                                                                               | 136                                                                               | 297                                                                               | 155                                                                                | 873                                                                                 | 267                                                                                 | 212                                                                                 | 943                                                                                 | 212                                                                                 |
| 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, %                      | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                                | 337                                                                               | 761                                                                               | 436                                                                               | 230                                                                               | 652                                                                               | 504                                                                               | 211                                                                                | 1426                                                                                | 636                                                                                 | 240                                                                                 | 1981                                                                                | 444                                                                                 |
| Arrive On Green                           | 0.10                                                                              | 0.21                                                                              | 0.21                                                                              | 0.07                                                                              | 0.18                                                                              | 0.18                                                                              | 0.06                                                                               | 0.40                                                                                | 0.40                                                                                | 0.13                                                                                | 0.47                                                                                | 0.47                                                                                |
| Sat Flow, veh/h                           | 3456                                                                              | 3554                                                                              | 1585                                                                              | 3456                                                                              | 3554                                                                              | 1585                                                                              | 3456                                                                               | 3554                                                                                | 1585                                                                                | 1781                                                                                | 4171                                                                                | 935                                                                                 |
| Grp Volume(v), veh/h                      | 276                                                                               | 333                                                                               | 276                                                                               | 295                                                                               | 136                                                                               | 297                                                                               | 155                                                                                | 873                                                                                 | 267                                                                                 | 212                                                                                 | 769                                                                                 | 386                                                                                 |
| Grp Sat Flow(s),veh/h/ln                  | 1728                                                                              | 1777                                                                              | 1585                                                                              | 1728                                                                              | 1777                                                                              | 1585                                                                              | 1728                                                                               | 1777                                                                                | 1585                                                                                | 1781                                                                                | 1702                                                                                | 1702                                                                                |
| Q Serve(g_s), s                           | 9.4                                                                               | 9.7                                                                               | 18.3                                                                              | 8.0                                                                               | 3.9                                                                               | 18.9                                                                              | 5.3                                                                                | 23.4                                                                                | 14.6                                                                                | 14.0                                                                                | 18.4                                                                                | 18.5                                                                                |
| Cycle Q Clear(g_c), s                     | 9.4                                                                               | 9.7                                                                               | 18.3                                                                              | 8.0                                                                               | 3.9                                                                               | 18.9                                                                              | 5.3                                                                                | 23.4                                                                                | 14.6                                                                                | 14.0                                                                                | 18.4                                                                                | 18.5                                                                                |
| Prop In Lane                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.55                                                                                |
| Lane Grp Cap(c), veh/h                    | 337                                                                               | 761                                                                               | 436                                                                               | 230                                                                               | 652                                                                               | 504                                                                               | 211                                                                                | 1426                                                                                | 636                                                                                 | 240                                                                                 | 1616                                                                                | 808                                                                                 |
| V/C Ratio(X)                              | 0.82                                                                              | 0.44                                                                              | 0.63                                                                              | 1.28                                                                              | 0.21                                                                              | 0.59                                                                              | 0.74                                                                               | 0.61                                                                                | 0.42                                                                                | 0.89                                                                                | 0.48                                                                                | 0.48                                                                                |
| Avail Cap(c_a), veh/h                     | 518                                                                               | 1125                                                                              | 599                                                                               | 230                                                                               | 829                                                                               | 583                                                                               | 288                                                                                | 1426                                                                                | 636                                                                                 | 267                                                                                 | 1616                                                                                | 808                                                                                 |
| HCM Platoon Ratio                         | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)                        | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.69                                                                              | 0.69                                                                              | 0.69                                                                              | 0.94                                                                               | 0.94                                                                                | 0.94                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh                  | 53.1                                                                              | 40.9                                                                              | 38.2                                                                              | 56.0                                                                              | 41.6                                                                              | 34.4                                                                              | 55.4                                                                               | 28.5                                                                                | 25.9                                                                                | 51.0                                                                                | 21.4                                                                                | 21.4                                                                                |
| Incr Delay (d2), s/veh                    | 3.3                                                                               | 0.4                                                                               | 1.5                                                                               | 147.3                                                                             | 0.1                                                                               | 0.8                                                                               | 3.3                                                                                | 1.9                                                                                 | 1.9                                                                                 | 26.0                                                                                | 1.0                                                                                 | 2.0                                                                                 |
| 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(95%),veh/ln                  | 7.6                                                                               | 7.7                                                                               | 11.7                                                                              | 13.1                                                                              | 3.1                                                                               | 11.1                                                                              | 4.3                                                                                | 15.3                                                                                | 9.6                                                                                 | 12.6                                                                                | 12.0                                                                                | 12.3                                                                                |
| Unsig. Movement Delay, s/veh              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                     | 56.4                                                                              | 41.3                                                                              | 39.7                                                                              | 203.3                                                                             | 41.7                                                                              | 35.2                                                                              | 58.7                                                                               | 30.4                                                                                | 27.8                                                                                | 77.1                                                                                | 22.4                                                                                | 23.4                                                                                |
| LnGrp LOS                                 | E                                                                                 | D                                                                                 | D                                                                                 | F                                                                                 | D                                                                                 | D                                                                                 | E                                                                                  | C                                                                                   | C                                                                                   | E                                                                                   | C                                                                                   | C                                                                                   |
| Approach Vol, veh/h                       | 885                                                                               |                                                                                   |                                                                                   | 728                                                                               |                                                                                   |                                                                                   | 1295                                                                               |                                                                                     |                                                                                     | 1367                                                                                |                                                                                     |                                                                                     |
| Approach Delay, s/veh                     | 45.5                                                                              |                                                                                   |                                                                                   | 104.5                                                                             |                                                                                   |                                                                                   | 33.2                                                                               |                                                                                     |                                                                                     | 31.2                                                                                |                                                                                     |                                                                                     |
| Approach LOS                              | D                                                                                 |                                                                                   |                                                                                   | F                                                                                 |                                                                                   |                                                                                   | C                                                                                  |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs                      | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                  | 21.1                                                                              | 54.2                                                                              | 13.0                                                                              | 31.7                                                                              | 12.3                                                                              | 63.0                                                                              | 16.7                                                                               | 28.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                   | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                                | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s               | 18.0                                                                              | 34.0                                                                              | 8.0                                                                               | 38.0                                                                              | 10.0                                                                              | 42.0                                                                              | 18.0                                                                               | 28.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s              | 16.0                                                                              | 25.4                                                                              | 10.0                                                                              | 20.3                                                                              | 7.3                                                                               | 20.5                                                                              | 11.4                                                                               | 20.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                   | 0.1                                                                               | 5.4                                                                               | 0.0                                                                               | 3.0                                                                               | 0.1                                                                               | 11.1                                                                              | 0.3                                                                                | 1.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh              |                                                                                   |                                                                                   |                                                                                   | 47.2                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                               |                                                                                   |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved changes to right turn type. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

2. EX PM Existing - PM 5:00 pm 04/17/2026  
GTC

Synchro 12 Report  
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# HCM 7th Signalized Intersection Summary

14: N Main St & SR 91 WB Ramps

04/17/2026



| Movement                                                             | EBL | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|----------------------------------------------------------------------|-----|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations                                                  |     |      |      | ↰    | ↰    | ↰    | ↰    | ↰    | ↰    | ↰    | ↰    | ↰    |
| Traffic Volume (veh/h)                                               | 0   | 0    | 0    | 370  | 6    | 441  | 295  | 756  | 0    | 0    | 853  | 523  |
| Future Volume (veh/h)                                                | 0   | 0    | 0    | 370  | 6    | 441  | 295  | 756  | 0    | 0    | 853  | 523  |
| Initial Q (Qb), veh                                                  |     |      |      | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.                                                      |     |      |      | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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                                               |     |      |      | 1870 | 1870 | 1870 | 1870 | 1870 | 0    | 0    | 1870 | 1870 |
| Adj Flow Rate, veh/h                                                 |     |      |      | 407  | 0    | 479  | 321  | 822  | 0    | 0    | 927  | 568  |
| Peak Hour Factor                                                     |     |      |      | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %                                                 |     |      |      | 2    | 2    | 2    | 2    | 2    | 0    | 0    | 2    | 2    |
| Cap, veh/h                                                           |     |      |      | 636  | 0    | 566  | 386  | 3674 | 0    | 0    | 2714 | 892  |
| Arrive On Green                                                      |     |      |      | 0.18 | 0.00 | 0.18 | 0.22 | 1.00 | 0.00 | 0.00 | 0.56 | 0.56 |
| Sat Flow, veh/h                                                      |     |      |      | 3563 | 0    | 3170 | 3456 | 5274 | 0    | 0    | 5087 | 1585 |
| Grp Volume(v), veh/h                                                 |     |      |      | 407  | 0    | 479  | 321  | 822  | 0    | 0    | 927  | 568  |
| Grp Sat Flow(s),veh/h/ln                                             |     |      |      | 1781 | 0    | 1585 | 1728 | 1702 | 0    | 0    | 1609 | 1585 |
| Q Serve(g_s), s                                                      |     |      |      | 11.7 | 0.0  | 16.1 | 9.7  | 0.0  | 0.0  | 0.0  | 11.4 | 26.9 |
| Cycle Q Clear(g_c), s                                                |     |      |      | 11.7 | 0.0  | 16.1 | 9.7  | 0.0  | 0.0  | 0.0  | 11.4 | 26.9 |
| Prop In Lane                                                         |     |      |      | 1.00 |      | 1.00 | 1.00 |      | 0.00 | 0.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h                                               |     |      |      | 636  | 0    | 566  | 386  | 3674 | 0    | 0    | 2714 | 892  |
| V/C Ratio(X)                                                         |     |      |      | 0.64 | 0.00 | 0.85 | 0.83 | 0.22 | 0.00 | 0.00 | 0.34 | 0.64 |
| Avail Cap(c_a), veh/h                                                |     |      |      | 881  | 0    | 784  | 848  | 3674 | 0    | 0    | 2714 | 892  |
| HCM Platoon Ratio                                                    |     |      |      | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)                                                   |     |      |      | 1.00 | 0.00 | 1.00 | 0.95 | 0.95 | 0.00 | 0.00 | 0.77 | 0.77 |
| Uniform Delay (d), s/veh                                             |     |      |      | 41.9 | 0.0  | 43.7 | 41.7 | 0.0  | 0.0  | 0.0  | 13.0 | 16.4 |
| Incr Delay (d2), s/veh                                               |     |      |      | 0.4  | 0.0  | 4.7  | 1.7  | 0.1  | 0.0  | 0.0  | 0.3  | 2.7  |
| Initial Q Delay(d3), s/veh                                           |     |      |      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln                                             |     |      |      | 8.9  | 0.0  | 10.9 | 6.8  | 0.1  | 0.0  | 0.0  | 7.0  | 14.5 |
| Unsig. Movement Delay, s/veh                                         |     |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh                                                |     |      |      | 42.3 | 0.0  | 48.4 | 43.4 | 0.1  | 0.0  | 0.0  | 13.3 | 19.1 |
| LnGrp LOS                                                            |     |      |      | D    |      | D    | D    | A    |      |      | B    | B    |
| Approach Vol, veh/h                                                  |     |      |      |      | 886  |      |      | 1143 |      |      | 1495 |      |
| Approach Delay, s/veh                                                |     |      |      |      | 45.6 |      |      | 12.3 |      |      | 15.5 |      |
| Approach LOS                                                         |     |      |      |      | D    |      |      | B    |      |      | B    |      |
| Timer - Assigned Phs                                                 |     | 2    |      |      | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s                                             |     | 84.6 |      |      | 17.3 | 67.3 |      | 25.4 |      |      |      |      |
| Change Period (Y+Rc), s                                              |     | 5.4  |      |      | 5.0  | 5.4  |      | 5.8  |      |      |      |      |
| Max Green Setting (Gmax), s                                          |     | 71.6 |      |      | 27.0 | 39.6 |      | 27.2 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s                                         |     | 2.0  |      |      | 11.7 | 28.9 |      | 18.1 |      |      |      |      |
| Green Ext Time (p_c), s                                              |     | 4.5  |      |      | 0.5  | 5.6  |      | 1.6  |      |      |      |      |
| <b>Intersection Summary</b>                                          |     |      |      |      |      |      |      |      |      |      |      |      |
| HCM 7th Control Delay, s/veh                                         |     |      | 22.0 |      |      |      |      |      |      |      |      |      |
| HCM 7th LOS                                                          |     |      | C    |      |      |      |      |      |      |      |      |      |
| <b>Notes</b>                                                         |     |      |      |      |      |      |      |      |      |      |      |      |
| User approved volume balancing among the lanes for turning movement. |     |      |      |      |      |      |      |      |      |      |      |      |

2. EX PM Existing - PM 5:00 pm 04/17/2026  
GTC

Synchro 12 Report  
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HCM 7th Signalized Intersection Summary  
15: S Main St/N Main St & SR 91 EB Ramps

04/17/2026



| Movement                                                             | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL | WBT  | WBR | NBL  | NBT                                                                                                                                                                                                                                                    | NBR                                                                                 | SBL                                                                                                                                                                     | SBT                                                                                                                                                                     | SBR  |
|----------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----|------|-----|------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|
| Lane Configurations                                                  |  |  |  |     |      |     |      |    |  |   |   |      |
| Traffic Volume (veh/h)                                               | 404                                                                               | 81                                                                                | 404                                                                               | 0   | 0    | 0   | 0    | 640                                                                                                                                                                                                                                                    | 533                                                                                 | 451                                                                                                                                                                     | 763                                                                                                                                                                     | 0    |
| Future Volume (veh/h)                                                | 404                                                                               | 81                                                                                | 404                                                                               | 0   | 0    | 0   | 0    | 640                                                                                                                                                                                                                                                    | 533                                                                                 | 451                                                                                                                                                                     | 763                                                                                                                                                                     | 0    |
| Initial Q (Qb), veh                                                  | 0                                                                                 | 0                                                                                 | 0                                                                                 |     |      |     | 0    | 0                                                                                                                                                                                                                                                      | 0                                                                                   | 0                                                                                                                                                                       | 0                                                                                                                                                                       | 0    |
| Lane Width Adj.                                                      | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |     |      |     | 1.00 | 1.00                                                                                                                                                                                                                                                   | 1.00                                                                                | 1.00                                                                                                                                                                    | 1.00                                                                                                                                                                    | 1.00 |
| 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                                               | 1870                                                                              | 1870                                                                              | 1870                                                                              |     |      |     | 0    | 1870                                                                                                                                                                                                                                                   | 1870                                                                                | 1870                                                                                                                                                                    | 1870                                                                                                                                                                    | 0    |
| Adj Flow Rate, veh/h                                                 | 502                                                                               | 0                                                                                 | 439                                                                               |     |      |     | 0    | 696                                                                                                                                                                                                                                                    | 579                                                                                 | 490                                                                                                                                                                     | 829                                                                                                                                                                     | 0    |
| Peak Hour Factor                                                     | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |     |      |     | 0.92 | 0.92                                                                                                                                                                                                                                                   | 0.92                                                                                | 0.92                                                                                                                                                                    | 0.92                                                                                                                                                                    | 0.92 |
| Percent Heavy Veh, %                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 |     |      |     | 0    | 2                                                                                                                                                                                                                                                      | 2                                                                                   | 2                                                                                                                                                                       | 2                                                                                                                                                                       | 0    |
| Cap, veh/h                                                           | 557                                                                               | 0                                                                                 | 496                                                                               |     |      |     | 0    | 4018                                                                                                                                                                                                                                                   | 841                                                                                 | 574                                                                                                                                                                     | 3788                                                                                                                                                                    | 0    |
| Arrive On Green                                                      | 0.16                                                                              | 0.00                                                                              | 0.16                                                                              |     |      |     | 0.00 | 1.00                                                                                                                                                                                                                                                   | 1.00                                                                                | 0.05                                                                                                                                                                    | 0.24                                                                                                                                                                    | 0.00 |
| Sat Flow, veh/h                                                      | 3563                                                                              | 0                                                                                 | 3170                                                                              |     |      |     | 0    | 7930                                                                                                                                                                                                                                                   | 1585                                                                                | 3456                                                                                                                                                                    | 5274                                                                                                                                                                    | 0    |
| Grp Volume(v), veh/h                                                 | 502                                                                               | 0                                                                                 | 439                                                                               |     |      |     | 0    | 696                                                                                                                                                                                                                                                    | 579                                                                                 | 490                                                                                                                                                                     | 829                                                                                                                                                                     | 0    |
| Grp Sat Flow(s),veh/h/ln                                             | 1781                                                                              | 0                                                                                 | 1585                                                                              |     |      |     | 0    | 1515                                                                                                                                                                                                                                                   | 1585                                                                                | 1728                                                                                                                                                                    | 1702                                                                                                                                                                    | 0    |
| Q Serve(g_s), s                                                      | 15.2                                                                              | 0.0                                                                               | 14.9                                                                              |     |      |     | 0.0  | 0.0                                                                                                                                                                                                                                                    | 0.0                                                                                 | 15.5                                                                                                                                                                    | 14.3                                                                                                                                                                    | 0.0  |
| Cycle Q Clear(g_c), s                                                | 15.2                                                                              | 0.0                                                                               | 14.9                                                                              |     |      |     | 0.0  | 0.0                                                                                                                                                                                                                                                    | 0.0                                                                                 | 15.5                                                                                                                                                                    | 14.3                                                                                                                                                                    | 0.0  |
| Prop In Lane                                                         | 1.00                                                                              |                                                                                   | 1.00                                                                              |     |      |     | 0.00 |                                                                                                                                                                                                                                                        | 1.00                                                                                | 1.00                                                                                                                                                                    |                                                                                                                                                                         | 0.00 |
| Lane Grp Cap(c), veh/h                                               | 557                                                                               | 0                                                                                 | 496                                                                               |     |      |     | 0    | 4018                                                                                                                                                                                                                                                   | 841                                                                                 | 574                                                                                                                                                                     | 3788                                                                                                                                                                    | 0    |
| V/C Ratio(X)                                                         | 0.90                                                                              | 0.00                                                                              | 0.89                                                                              |     |      |     | 0.00 | 0.17                                                                                                                                                                                                                                                   | 0.69                                                                                | 0.85                                                                                                                                                                    | 0.22                                                                                                                                                                    | 0.00 |
| Avail Cap(c_a), veh/h                                                | 557                                                                               | 0                                                                                 | 496                                                                               |     |      |     | 0    | 4018                                                                                                                                                                                                                                                   | 841                                                                                 | 880                                                                                                                                                                     | 3788                                                                                                                                                                    | 0    |
| HCM Platoon Ratio                                                    | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |     |      |     | 1.00 | 2.00                                                                                                                                                                                                                                                   | 2.00                                                                                | 0.33                                                                                                                                                                    | 0.33                                                                                                                                                                    | 1.00 |
| Upstream Filter(I)                                                   | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              |     |      |     | 0.00 | 0.88                                                                                                                                                                                                                                                   | 0.88                                                                                | 0.88                                                                                                                                                                    | 0.88                                                                                                                                                                    | 0.00 |
| Uniform Delay (d), s/veh                                             | 45.6                                                                              | 0.0                                                                               | 45.4                                                                              |     |      |     | 0.0  | 0.0                                                                                                                                                                                                                                                    | 0.0                                                                                 | 50.7                                                                                                                                                                    | 16.1                                                                                                                                                                    | 0.0  |
| Incr Delay (d2), s/veh                                               | 17.3                                                                              | 0.0                                                                               | 16.8                                                                              |     |      |     | 0.0  | 0.1                                                                                                                                                                                                                                                    | 4.1                                                                                 | 2.9                                                                                                                                                                     | 0.1                                                                                                                                                                     | 0.0  |
| Initial Q Delay(d3), s/veh                                           | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |     |      |     | 0.0  | 0.0                                                                                                                                                                                                                                                    | 0.0                                                                                 | 0.0                                                                                                                                                                     | 0.0                                                                                                                                                                     | 0.0  |
| %ile BackOfQ(95%),veh/ln                                             | 12.7                                                                              | 0.0                                                                               | 11.3                                                                              |     |      |     | 0.0  | 0.0                                                                                                                                                                                                                                                    | 1.7                                                                                 | 11.6                                                                                                                                                                    | 10.5                                                                                                                                                                    | 0.0  |
| Unsig. Movement Delay, s/veh                                         |                                                                                   |                                                                                   |                                                                                   |     |      |     |      |                                                                                                                                                                                                                                                        |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                         |      |
| LnGrp Delay(d), s/veh                                                | 62.9                                                                              | 0.0                                                                               | 62.2                                                                              |     |      |     | 0.0  | 0.1                                                                                                                                                                                                                                                    | 4.1                                                                                 | 53.5                                                                                                                                                                    | 16.2                                                                                                                                                                    | 0.0  |
| LnGrp LOS                                                            | E                                                                                 |                                                                                   | E                                                                                 |     |      |     |      | A                                                                                                                                                                                                                                                      | A                                                                                   | D                                                                                                                                                                       | B                                                                                                                                                                       |      |
| Approach Vol, veh/h                                                  | 941                                                                               |                                                                                   |                                                                                   |     |      |     | 1275 |                                                                                                                                                                                                                                                        |                                                                                     | 1319                                                                                                                                                                    |                                                                                                                                                                         |      |
| Approach Delay, s/veh                                                | 62.6                                                                              |                                                                                   |                                                                                   |     |      |     | 1.9  |                                                                                                                                                                                                                                                        |                                                                                     | 30.1                                                                                                                                                                    |                                                                                                                                                                         |      |
| Approach LOS                                                         | E                                                                                 |                                                                                   |                                                                                   |     |      |     | A    |                                                                                                                                                                                                                                                        |                                                                                     | C                                                                                                                                                                       |                                                                                                                                                                         |      |
| Timer - Assigned Phs                                                 | 1                                                                                 | 2                                                                                 | 4                                                                                 |     | 6    |     |      |                                                                                                                                                                                                                                                        |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                         |      |
| Phs Duration (G+Y+Rc), s                                             | 23.3                                                                              | 63.7                                                                              | 23.0                                                                              |     | 87.0 |     |      |                                                                                                                                                                                                                                                        |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                         |      |
| Change Period (Y+Rc), s                                              | 5.0                                                                               | 5.4                                                                               | 5.8                                                                               |     | 5.4  |     |      |                                                                                                                                                                                                                                                        |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                         |      |
| Max Green Setting (Gmax), s                                          | 28.6                                                                              | 48.6                                                                              | 17.2                                                                              |     | 81.6 |     |      |                                                                                                                                                                                                                                                        |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                         |      |
| Max Q Clear Time (g_c+17.5), s                                       | 17.5                                                                              | 2.0                                                                               | 17.2                                                                              |     | 16.3 |     |      |                                                                                                                                                                                                                                                        |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                         |      |
| Green Ext Time (p_c), s                                              | 0.8                                                                               | 5.0                                                                               | 0.0                                                                               |     | 4.5  |     |      |                                                                                                                                                                                                                                                        |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                         |      |
| Intersection Summary                                                 |                                                                                   |                                                                                   |                                                                                   |     |      |     |      |                                                                                                                                                                                                                                                        |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                         |      |
| HCM 7th Control Delay, s/veh                                         |                                                                                   | 28.6                                                                              |                                                                                   |     |      |     |      |                                                                                                                                                                                                                                                        |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                         |      |
| HCM 7th LOS                                                          |                                                                                   | C                                                                                 |                                                                                   |     |      |     |      |                                                                                                                                                                                                                                                        |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                         |      |
| Notes                                                                |                                                                                   |                                                                                   |                                                                                   |     |      |     |      |                                                                                                                                                                                                                                                        |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                         |      |
| User approved volume balancing among the lanes for turning movement. |                                                                                   |                                                                                   |                                                                                   |     |      |     |      |                                                                                                                                                                                                                                                        |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                         |      |

# HCM 7th Signalized Intersection Summary

16: S Main St & 3rd Street

04/17/2026



| Movement                      | EBL                                                                               | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | WBR  | NBL                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                                 | SBR                                                                                 |
|-------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Configurations           |  |  |      |  |  |      |  |  |  |  |  |  |
| Traffic Volume (veh/h)        | 191                                                                               | 88                                                                                | 21   | 23                                                                                | 52                                                                                | 180  | 11                                                                                | 804                                                                               | 23                                                                                | 196                                                                               | 834                                                                                 | 135                                                                                 |
| Future Volume (veh/h)         | 191                                                                               | 88                                                                                | 21   | 23                                                                                | 52                                                                                | 180  | 11                                                                                | 804                                                                               | 23                                                                                | 196                                                                               | 834                                                                                 | 135                                                                                 |
| Initial Q (Qb), veh           | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.               | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)           | 1.00                                                                              |                                                                                   | 1.00 | 1.00                                                                              |                                                                                   | 1.00 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj              | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach         | No                                                                                |                                                                                   |      | No                                                                                |                                                                                   |      | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln        | 1870                                                                              | 1870                                                                              | 1870 | 1870                                                                              | 1870                                                                              | 1870 | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h          | 208                                                                               | 96                                                                                | 23   | 25                                                                                | 57                                                                                | 196  | 12                                                                                | 874                                                                               | 25                                                                                | 213                                                                               | 907                                                                                 | 147                                                                                 |
| 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, %          | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                    | 274                                                                               | 344                                                                               | 82   | 43                                                                                | 67                                                                                | 230  | 25                                                                                | 2359                                                                              | 67                                                                                | 178                                                                               | 2800                                                                                | 995                                                                                 |
| Arrive On Green               | 0.08                                                                              | 0.24                                                                              | 0.24 | 0.02                                                                              | 0.18                                                                              | 0.18 | 0.01                                                                              | 0.46                                                                              | 0.46                                                                              | 0.20                                                                              | 1.00                                                                                | 1.00                                                                                |
| Sat Flow, veh/h               | 3456                                                                              | 1458                                                                              | 349  | 1781                                                                              | 370                                                                               | 1272 | 1781                                                                              | 5102                                                                              | 146                                                                               | 1781                                                                              | 5106                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h          | 208                                                                               | 0                                                                                 | 119  | 25                                                                                | 0                                                                                 | 253  | 12                                                                                | 583                                                                               | 316                                                                               | 213                                                                               | 907                                                                                 | 147                                                                                 |
| Grp Sat Flow(s),veh/h/ln      | 1728                                                                              | 0                                                                                 | 1807 | 1781                                                                              | 0                                                                                 | 1641 | 1781                                                                              | 1702                                                                              | 1844                                                                              | 1781                                                                              | 1702                                                                                | 1585                                                                                |
| Q Serve(g_s), s               | 6.5                                                                               | 0.0                                                                               | 5.9  | 1.5                                                                               | 0.0                                                                               | 16.4 | 0.7                                                                               | 12.2                                                                              | 12.2                                                                              | 11.0                                                                              | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s         | 6.5                                                                               | 0.0                                                                               | 5.9  | 1.5                                                                               | 0.0                                                                               | 16.4 | 0.7                                                                               | 12.2                                                                              | 12.2                                                                              | 11.0                                                                              | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                  | 1.00                                                                              |                                                                                   | 0.19 | 1.00                                                                              |                                                                                   | 0.77 | 1.00                                                                              |                                                                                   | 0.08                                                                              | 1.00                                                                              |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h        | 274                                                                               | 0                                                                                 | 427  | 43                                                                                | 0                                                                                 | 297  | 25                                                                                | 1574                                                                              | 853                                                                               | 178                                                                               | 2800                                                                                | 995                                                                                 |
| V/C Ratio(X)                  | 0.76                                                                              | 0.00                                                                              | 0.28 | 0.58                                                                              | 0.00                                                                              | 0.85 | 0.48                                                                              | 0.37                                                                              | 0.37                                                                              | 1.20                                                                              | 0.32                                                                                | 0.15                                                                                |
| Avail Cap(c_a), veh/h         | 393                                                                               | 0                                                                                 | 674  | 170                                                                               | 0                                                                                 | 582  | 162                                                                               | 1574                                                                              | 853                                                                               | 178                                                                               | 2800                                                                                | 995                                                                                 |
| 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                                                                              | 0.00                                                                              | 1.00 | 0.95                                                                              | 0.00                                                                              | 0.95 | 0.80                                                                              | 0.80                                                                              | 0.80                                                                              | 0.96                                                                              | 0.96                                                                                | 0.96                                                                                |
| Uniform Delay (d), s/veh      | 49.6                                                                              | 0.0                                                                               | 34.4 | 53.1                                                                              | 0.0                                                                               | 43.6 | 53.8                                                                              | 19.2                                                                              | 19.2                                                                              | 44.0                                                                              | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh        | 5.2                                                                               | 0.0                                                                               | 0.4  | 4.3                                                                               | 0.0                                                                               | 6.5  | 4.3                                                                               | 0.5                                                                               | 1.0                                                                               | 128.7                                                                             | 0.3                                                                                 | 0.3                                                                                 |
| Initial Q Delay(d3), s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0  | 0.0                                                                               | 0.0                                                                               | 0.0  | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln      | 5.4                                                                               | 0.0                                                                               | 4.8  | 1.3                                                                               | 0.0                                                                               | 11.4 | 0.6                                                                               | 8.1                                                                               | 8.8                                                                               | 17.0                                                                              | 0.1                                                                                 | 0.1                                                                                 |
| Unsig. Movement Delay, s/veh  |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh         | 54.8                                                                              | 0.0                                                                               | 34.7 | 57.4                                                                              | 0.0                                                                               | 50.1 | 58.1                                                                              | 19.7                                                                              | 20.2                                                                              | 172.7                                                                             | 0.3                                                                                 | 0.3                                                                                 |
| LnGrp LOS                     | D                                                                                 |                                                                                   | C    | E                                                                                 |                                                                                   | D    | E                                                                                 | B                                                                                 | C                                                                                 | F                                                                                 | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h           | 327                                                                               |                                                                                   |      |                                                                                   | 278                                                                               |      | 911                                                                               |                                                                                   |                                                                                   |                                                                                   | 1267                                                                                |                                                                                     |
| Approach Delay, s/veh         | 47.5                                                                              |                                                                                   |      |                                                                                   | 50.7                                                                              |      | 20.4                                                                              |                                                                                   |                                                                                   |                                                                                   | 29.3                                                                                |                                                                                     |
| Approach LOS                  | D                                                                                 |                                                                                   |      |                                                                                   | D                                                                                 |      | C                                                                                 |                                                                                   |                                                                                   |                                                                                   | C                                                                                   |                                                                                     |
| Timer - Assigned Phs          | 1                                                                                 | 2                                                                                 | 3    | 4                                                                                 | 5                                                                                 | 6    | 7                                                                                 | 8                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s      | 55.9                                                                              | 55.9                                                                              | 7.2  | 31.0                                                                              | 6.5                                                                               | 65.3 | 13.2                                                                              | 24.9                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s       | 5.0                                                                               | 5.0                                                                               | 4.5  | 5.0                                                                               | 5.0                                                                               | 5.0  | 4.5                                                                               | 5.0                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s   | 28.0                                                                              | 28.0                                                                              | 10.5 | 41.0                                                                              | 10.0                                                                              | 29.0 | 12.5                                                                              | 39.0                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+113), s | 14.2                                                                              | 14.2                                                                              | 3.5  | 7.9                                                                               | 2.7                                                                               | 2.0  | 8.5                                                                               | 18.4                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s       | 0.0                                                                               | 6.5                                                                               | 0.0  | 0.7                                                                               | 0.0                                                                               | 10.8 | 0.2                                                                               | 1.5                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |

## Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 30.6 |
| HCM 7th LOS                  | C    |

## Notes

User approved pedestrian interval to be less than phase max green.

# HCM 7th Signalized Intersection Summary

17: S Main St & 6th St

04/17/2026

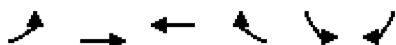
|                              |  |  |  |  |  |  |  |  |    |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 111                                                                               | 453                                                                               | 48                                                                                | 42                                                                                | 369                                                                               | 82                                                                                | 76                                                                                | 577                                                                               | 65                                                                                  | 148                                                                                 | 653                                                                                 | 80                                                                                  |
| Future Volume (veh/h)        | 111                                                                               | 453                                                                               | 48                                                                                | 42                                                                                | 369                                                                               | 82                                                                                | 76                                                                                | 577                                                                               | 65                                                                                  | 148                                                                                 | 653                                                                                 | 80                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 121                                                                               | 492                                                                               | 52                                                                                | 46                                                                                | 401                                                                               | 89                                                                                | 83                                                                                | 627                                                                               | 71                                                                                  | 161                                                                                 | 710                                                                                 | 87                                                                                  |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 150                                                                               | 560                                                                               | 475                                                                               | 64                                                                                | 471                                                                               | 399                                                                               | 106                                                                               | 1259                                                                              | 562                                                                                 | 160                                                                                 | 1368                                                                                | 610                                                                                 |
| Arrive On Green              | 0.08                                                                              | 0.30                                                                              | 0.30                                                                              | 0.04                                                                              | 0.25                                                                              | 0.25                                                                              | 0.06                                                                              | 0.35                                                                              | 0.35                                                                                | 0.09                                                                                | 0.38                                                                                | 0.38                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 3554                                                                              | 1585                                                                                | 1781                                                                                | 3554                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h         | 121                                                                               | 492                                                                               | 52                                                                                | 46                                                                                | 401                                                                               | 89                                                                                | 83                                                                                | 627                                                                               | 71                                                                                  | 161                                                                                 | 710                                                                                 | 87                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1585                                                                                | 1781                                                                                | 1777                                                                                | 1585                                                                                |
| Q Serve(g_s), s              | 6.7                                                                               | 25.0                                                                              | 2.4                                                                               | 2.6                                                                               | 20.4                                                                              | 4.5                                                                               | 4.6                                                                               | 13.8                                                                              | 3.0                                                                                 | 9.0                                                                                 | 15.4                                                                                | 3.6                                                                                 |
| Cycle Q Clear(g_c), s        | 6.7                                                                               | 25.0                                                                              | 2.4                                                                               | 2.6                                                                               | 20.4                                                                              | 4.5                                                                               | 4.6                                                                               | 13.8                                                                              | 3.0                                                                                 | 9.0                                                                                 | 15.4                                                                                | 3.6                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 150                                                                               | 560                                                                               | 475                                                                               | 64                                                                                | 471                                                                               | 399                                                                               | 106                                                                               | 1259                                                                              | 562                                                                                 | 160                                                                                 | 1368                                                                                | 610                                                                                 |
| V/C Ratio(X)                 | 0.81                                                                              | 0.88                                                                              | 0.11                                                                              | 0.72                                                                              | 0.85                                                                              | 0.22                                                                              | 0.78                                                                              | 0.50                                                                              | 0.13                                                                                | 1.00                                                                                | 0.52                                                                                | 0.14                                                                                |
| Avail Cap(c_a), veh/h        | 178                                                                               | 673                                                                               | 571                                                                               | 89                                                                                | 580                                                                               | 491                                                                               | 160                                                                               | 1259                                                                              | 562                                                                                 | 160                                                                                 | 1368                                                                                | 610                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                |
| Uniform Delay (d), s/veh     | 45.0                                                                              | 33.3                                                                              | 25.4                                                                              | 47.7                                                                              | 35.6                                                                              | 29.7                                                                              | 46.4                                                                              | 25.3                                                                              | 21.8                                                                                | 45.5                                                                                | 23.6                                                                                | 20.0                                                                                |
| Incr Delay (d2), s/veh       | 17.4                                                                              | 11.9                                                                              | 0.1                                                                               | 6.3                                                                               | 9.4                                                                               | 0.3                                                                               | 6.5                                                                               | 1.4                                                                               | 0.5                                                                                 | 71.1                                                                                | 1.4                                                                                 | 0.5                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 6.6                                                                               | 18.8                                                                              | 1.6                                                                               | 2.2                                                                               | 15.2                                                                              | 3.1                                                                               | 4.0                                                                               | 10.0                                                                              | 2.1                                                                                 | 11.4                                                                                | 10.7                                                                                | 2.5                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 62.4                                                                              | 45.2                                                                              | 25.5                                                                              | 54.0                                                                              | 45.0                                                                              | 30.0                                                                              | 52.8                                                                              | 26.7                                                                              | 22.3                                                                                | 116.6                                                                               | 25.0                                                                                | 20.5                                                                                |
| LnGrp LOS                    | E                                                                                 | D                                                                                 | C                                                                                 | D                                                                                 | D                                                                                 | C                                                                                 | D                                                                                 | C                                                                                 | C                                                                                   | F                                                                                   | C                                                                                   | C                                                                                   |
| Approach Vol, veh/h          | 665                                                                               |                                                                                   |                                                                                   | 536                                                                               |                                                                                   |                                                                                   | 781                                                                               |                                                                                   |                                                                                     | 958                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 46.8                                                                              |                                                                                   |                                                                                   | 43.3                                                                              |                                                                                   |                                                                                   | 29.1                                                                              |                                                                                   |                                                                                     | 40.0                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                 | 8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 41.4                                                                              | 41.4                                                                              | 8.6                                                                               | 36.0                                                                              | 11.0                                                                              | 44.5                                                                              | 13.4                                                                              | 31.2                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 6.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 28.0                                                                              | 28.0                                                                              | 5.0                                                                               | 36.0                                                                              | 9.0                                                                               | 28.0                                                                              | 10.0                                                                              | 31.0                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 15.8                                                                              | 15.8                                                                              | 4.6                                                                               | 27.0                                                                              | 6.6                                                                               | 17.4                                                                              | 8.7                                                                               | 22.4                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 4.7                                                                               | 0.0                                                                               | 2.9                                                                               | 0.0                                                                               | 4.9                                                                               | 0.0                                                                               | 2.4                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 39.2                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



# HCM 7th Signalized Intersection Summary

18: Grand Blvd & Joy St

04/17/2026



| Movement                                                                                           | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
|----------------------------------------------------------------------------------------------------|------|------|------|------|------|------|
| Lane Configurations                                                                                |      |      |      |      |      |      |
| Traffic Volume (veh/h)                                                                             | 125  | 618  | 540  | 323  | 368  | 85   |
| Future Volume (veh/h)                                                                              | 125  | 618  | 540  | 323  | 368  | 85   |
| Initial Q (Qb), veh                                                                                | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.                                                                                    | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)                                                                                | 1.00 |      |      | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj                                                                                   | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach                                                                              |      | No   | No   |      | No   |      |
| Adj Sat Flow, veh/h/ln                                                                             | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h                                                                               | 136  | 672  | 587  | 351  | 400  | 92   |
| Peak Hour Factor                                                                                   | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %                                                                               | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                                                                                         | 174  | 2008 | 829  | 496  | 455  | 405  |
| Arrive On Green                                                                                    | 0.10 | 0.57 | 0.39 | 0.39 | 0.26 | 0.26 |
| Sat Flow, veh/h                                                                                    | 1781 | 3647 | 2232 | 1279 | 1781 | 1585 |
| Grp Volume(v), veh/h                                                                               | 136  | 672  | 488  | 450  | 400  | 92   |
| Grp Sat Flow(s), veh/h/ln                                                                          | 1781 | 1777 | 1777 | 1640 | 1781 | 1585 |
| Q Serve(g_s), s                                                                                    | 5.6  | 7.6  | 17.4 | 17.4 | 16.2 | 3.5  |
| Cycle Q Clear(g_c), s                                                                              | 5.6  | 7.6  | 17.4 | 17.4 | 16.2 | 3.5  |
| Prop In Lane                                                                                       | 1.00 |      |      | 0.78 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h                                                                             | 174  | 2008 | 689  | 636  | 455  | 405  |
| V/C Ratio(X)                                                                                       | 0.78 | 0.33 | 0.71 | 0.71 | 0.88 | 0.23 |
| Avail Cap(c_a), veh/h                                                                              | 355  | 2124 | 1062 | 980  | 603  | 537  |
| HCM Platoon Ratio                                                                                  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)                                                                                 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh                                                                           | 33.2 | 8.8  | 19.4 | 19.4 | 26.9 | 22.1 |
| Incr Delay (d2), s/veh                                                                             | 7.5  | 0.1  | 1.9  | 2.1  | 11.2 | 0.3  |
| Initial Q Delay(d3), s/veh                                                                         | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%), veh/ln                                                                          | 4.9  | 4.7  | 11.4 | 10.7 | 12.6 | 0.1  |
| Unsig. Movement Delay, s/veh                                                                       |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh                                                                              | 40.7 | 8.9  | 21.4 | 21.5 | 38.1 | 22.4 |
| LnGrp LOS                                                                                          | D    | A    | C    | C    | D    | C    |
| Approach Vol, veh/h                                                                                |      | 808  | 938  |      | 492  |      |
| Approach Delay, s/veh                                                                              |      | 14.3 | 21.4 |      | 35.2 |      |
| Approach LOS                                                                                       |      | B    | C    |      | D    |      |
| Timer - Assigned Phs                                                                               |      | 2    |      | 4    | 5    | 6    |
| Phs Duration (G+Y+Rc), s                                                                           |      | 49.6 |      | 25.7 | 14.3 | 35.2 |
| Change Period (Y+Rc), s                                                                            |      | * 7  |      | 6.5  | 7.0  | 6.0  |
| Max Green Setting (Gmax), s                                                                        |      | * 45 |      | 25.5 | 15.0 | 45.0 |
| Max Q Clear Time (g_c+l1), s                                                                       |      | 9.6  |      | 18.2 | 7.6  | 19.4 |
| Green Ext Time (p_c), s                                                                            |      | 7.6  |      | 1.0  | 0.2  | 9.8  |
| <b>Intersection Summary</b>                                                                        |      |      |      |      |      |      |
| HCM 7th Control Delay, s/veh                                                                       |      |      | 21.9 |      |      |      |
| HCM 7th LOS                                                                                        |      |      | C    |      |      |      |
| <b>Notes</b>                                                                                       |      |      |      |      |      |      |
| * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier. |      |      |      |      |      |      |

2. EX PM Existing - PM 5:00 pm 04/17/2026  
GTC

Synchro 12 Report  
Page 18

HCM 7th Signalized Intersection Summary  
19: E Grand Blvd & Fullerton Ave

04/17/2026



| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          |      |      |      |      |      |      |      |      |      |      |      |      |
| Traffic Volume (veh/h)       | 44   | 116  | 6    | 37   | 57   | 269  | 1    | 331  | 68   | 284  | 336  | 31   |
| Future Volume (veh/h)        | 44   | 116  | 6    | 37   | 57   | 269  | 1    | 331  | 68   | 284  | 336  | 31   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 48   | 126  | 7    | 40   | 0    | 333  | 1    | 360  | 74   | 309  | 365  | 34   |
| Peak Hour Factor             | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 354  | 307  | 17   | 310  | 0    | 554  | 4    | 824  | 168  | 379  | 1618 | 150  |
| Arrive On Green              | 0.17 | 0.17 | 0.17 | 0.17 | 0.00 | 0.17 | 0.00 | 0.28 | 0.28 | 0.21 | 0.49 | 0.49 |
| Sat Flow, veh/h              | 1047 | 1755 | 98   | 1257 | 0    | 3170 | 1781 | 2941 | 598  | 1781 | 3288 | 305  |
| Grp Volume(v), veh/h         | 48   | 0    | 133  | 40   | 0    | 333  | 1    | 216  | 218  | 309  | 196  | 203  |
| Grp Sat Flow(s), veh/h/ln    | 1047 | 0    | 1853 | 1257 | 0    | 1585 | 1781 | 1777 | 1763 | 1781 | 1777 | 1816 |
| Q Serve(g_s), s              | 1.7  | 0.0  | 2.7  | 1.2  | 0.0  | 4.1  | 0.0  | 4.2  | 4.3  | 7.0  | 2.7  | 2.7  |
| Cycle Q Clear(g_c), s        | 1.7  | 0.0  | 2.7  | 3.9  | 0.0  | 4.1  | 0.0  | 4.2  | 4.3  | 7.0  | 2.7  | 2.7  |
| Prop In Lane                 | 1.00 |      | 0.05 | 1.00 |      | 1.00 | 1.00 |      | 0.34 | 1.00 |      | 0.17 |
| Lane Grp Cap(c), veh/h       | 354  | 0    | 324  | 310  | 0    | 554  | 4    | 498  | 494  | 379  | 874  | 893  |
| V/C Ratio(X)                 | 0.14 | 0.00 | 0.41 | 0.13 | 0.00 | 0.60 | 0.24 | 0.43 | 0.44 | 0.81 | 0.22 | 0.23 |
| Avail Cap(c_a), veh/h        | 791  | 0    | 1098 | 835  | 0    | 1879 | 1056 | 1685 | 1672 | 633  | 1685 | 1722 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 15.1 | 0.0  | 15.5 | 17.2 | 0.0  | 16.0 | 21.0 | 12.4 | 12.5 | 15.8 | 6.1  | 6.1  |
| Incr Delay (d2), s/veh       | 0.2  | 0.0  | 0.8  | 0.2  | 0.0  | 1.1  | 36.8 | 1.3  | 1.3  | 1.6  | 0.3  | 0.3  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 0.6  | 0.0  | 1.9  | 0.6  | 0.0  | 2.4  | 0.1  | 2.8  | 2.8  | 4.6  | 1.3  | 1.4  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 15.2 | 0.0  | 16.3 | 17.4 | 0.0  | 17.1 | 57.8 | 13.7 | 13.8 | 17.4 | 6.4  | 6.4  |
| LnGrp LOS                    | B    |      | B    | B    |      | B    | E    | B    | B    | B    | A    | A    |
| Approach Vol, veh/h          | 181  |      |      | 373  |      |      | 435  |      |      | 708  |      |      |
| Approach Delay, s/veh        | 16.0 |      |      | 17.1 |      |      | 13.9 |      |      | 11.2 |      |      |
| Approach LOS                 | B    |      |      | B    |      |      | B    |      |      | B    |      |      |
| Timer - Assigned Phs         | 1    | 2    |      | 4    | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 4.1  | 25.8 |      | 12.4 | 13.0 | 16.8 |      | 12.4 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0  | 5.0  |      | 5.0  | 4.0  | 5.0  |      | 5.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 25.0 | 40.0 |      | 25.0 | 15.0 | 40.0 |      | 25.0 |      |      |      |      |
| Max Q Clear Time (g_c+I), s  | 12.0 | 4.7  |      | 6.1  | 9.0  | 6.3  |      | 4.7  |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 5.0  |      | 1.4  | 0.3  | 5.5  |      | 0.8  |      |      |      |      |

Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 13.7 |
| HCM 7th LOS                  | B    |

Notes

User approved volume balancing among the lanes for turning movement.

# HCM 7th Signalized Intersection Summary

20: Rimpau Ave & Magnolia Ave

04/17/2026



| Movement                      | EBL   | EBT  | EBR  | WBL    | WBT  | WBR  | NBL  | NBT   | NBR   | SBL   | SBT  | SBR  |
|-------------------------------|-------|------|------|--------|------|------|------|-------|-------|-------|------|------|
| Lane Configurations           | ↵ ↑↑↑ |      |      | ↵↑ ↑↑↑ |      |      | ↵    | ↑     | ↗     | ↵     | ↗    |      |
| Traffic Volume (veh/h)        | 61    | 716  | 95   | 537    | 978  | 98   | 105  | 301   | 467   | 166   | 341  | 23   |
| Future Volume (veh/h)         | 61    | 716  | 95   | 537    | 978  | 98   | 105  | 301   | 467   | 166   | 341  | 23   |
| Initial Q (Qb), veh           | 0     | 0    | 0    | 0      | 0    | 0    | 0    | 0     | 0     | 0     | 0    | 0    |
| Lane Width Adj.               | 1.00  | 1.00 | 1.00 | 1.00   | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)           | 1.00  |      | 1.00 | 1.00   |      | 1.00 | 1.00 |       | 1.00  | 1.00  |      | 1.00 |
| Parking Bus, Adj              | 1.00  | 1.00 | 1.00 | 1.00   | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 |
| Work Zone On Approach         | No    |      |      | No     |      |      | No   |       |       | No    |      |      |
| Adj Sat Flow, veh/h/ln        | 1870  | 1870 | 1870 | 1870   | 1870 | 1870 | 1870 | 1870  | 1870  | 1870  | 1870 | 1870 |
| Adj Flow Rate, veh/h          | 66    | 778  | 103  | 584    | 1063 | 107  | 114  | 327   | 508   | 180   | 371  | 25   |
| 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, %          | 2     | 2    | 2    | 2      | 2    | 2    | 2    | 2     | 2     | 2     | 2    | 2    |
| Cap, veh/h                    | 331   | 1027 | 135  | 974    | 1513 | 152  | 140  | 429   | 364   | 162   | 418  | 28   |
| Arrive On Green               | 0.06  | 0.07 | 0.07 | 0.28   | 0.32 | 0.32 | 0.08 | 0.23  | 0.23  | 0.09  | 0.24 | 0.24 |
| Sat Flow, veh/h               | 1781  | 4566 | 600  | 3456   | 4715 | 474  | 1781 | 1870  | 1585  | 1781  | 1733 | 117  |
| Grp Volume(v), veh/h          | 66    | 579  | 302  | 584    | 767  | 403  | 114  | 327   | 508   | 180   | 0    | 396  |
| Grp Sat Flow(s),veh/h/ln      | 1781  | 1702 | 1762 | 1728   | 1702 | 1785 | 1781 | 1870  | 1585  | 1781  | 0    | 1849 |
| Q Serve(g_s), s               | 3.9   | 18.3 | 18.5 | 16.1   | 21.7 | 21.8 | 6.9  | 18.0  | 13.3  | 10.0  | 0.0  | 22.7 |
| Cycle Q Clear(g_c), s         | 3.9   | 18.3 | 18.5 | 16.1   | 21.7 | 21.8 | 6.9  | 18.0  | 13.3  | 10.0  | 0.0  | 22.7 |
| Prop In Lane                  | 1.00  |      | 0.34 | 1.00   |      | 0.27 | 1.00 |       | 1.00  | 1.00  |      | 0.06 |
| Lane Grp Cap(c), veh/h        | 331   | 766  | 397  | 974    | 1092 | 573  | 140  | 429   | 364   | 162   | 0    | 447  |
| V/C Ratio(X)                  | 0.20  | 0.76 | 0.76 | 0.60   | 0.70 | 0.70 | 0.81 | 0.76  | 1.40  | 1.11  | 0.00 | 0.89 |
| Avail Cap(c_a), veh/h         | 331   | 836  | 433  | 974    | 1269 | 665  | 162  | 544   | 461   | 162   | 0    | 538  |
| HCM Platoon Ratio             | 0.33  | 0.33 | 0.33 | 1.00   | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 |
| Upstream Filter(I)            | 0.89  | 0.89 | 0.89 | 1.00   | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 0.79  | 0.00 | 0.79 |
| Uniform Delay (d), s/veh      | 43.8  | 47.9 | 48.0 | 34.1   | 32.7 | 32.8 | 49.9 | 39.6  | 11.8  | 50.0  | 0.0  | 40.3 |
| Incr Delay (d2), s/veh        | 0.1   | 6.1  | 11.7 | 1.0    | 3.8  | 7.1  | 22.0 | 5.7   | 194.5 | 96.0  | 0.0  | 12.6 |
| 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(95%),veh/ln      | 8.2   | 13.7 | 15.0 | 11.1   | 14.5 | 15.7 | 7.1  | 13.7  | 37.7  | 13.6  | 0.0  | 16.8 |
| Unsig. Movement Delay, s/veh  |       |      |      |        |      |      |      |       |       |       |      |      |
| LnGrp Delay(d), s/veh         | 43.9  | 54.1 | 59.7 | 35.2   | 36.5 | 39.8 | 71.9 | 45.3  | 206.3 | 146.0 | 0.0  | 52.9 |
| LnGrp LOS                     | D     | D    | E    | D      | D    | D    | E    | D     | F     | F     |      | D    |
| Approach Vol, veh/h           | 947   |      |      |        |      | 1754 |      | 949   |       | 576   |      |      |
| Approach Delay, s/veh         | 55.2  |      |      |        |      | 36.8 |      | 134.7 |       | 82.0  |      |      |
| Approach LOS                  | E     |      |      |        |      | D    |      | F     |       | F     |      |      |
| Timer - Assigned Phs          | 1     | 2    | 3    | 4      | 5    | 6    | 7    | 8     |       |       |      |      |
| Phs Duration (G+Y+Rc), s      | 30.2  | 35.0 | 35.0 | 29.7   | 13.7 | 31.6 | 24.5 | 40.3  |       |       |      |      |
| Change Period (Y+Rc), s       | 5.0   | 5.0  | 4.0  | 5.0    | 5.0  | 5.0  | 4.0  | 5.0   |       |       |      |      |
| Max Green Setting (Gmax), s   | 32.0  | 32.0 | 22.0 | 27.0   | 10.0 | 32.0 | 8.0  | 41.0  |       |       |      |      |
| Max Q Clear Time (g_c+T12), s | 20.0  | 20.0 | 18.1 | 20.5   | 8.9  | 24.7 | 5.9  | 23.8  |       |       |      |      |
| Green Ext Time (p_c), s       | 0.0   | 4.6  | 0.9  | 4.2    | 0.0  | 1.8  | 0.0  | 11.5  |       |       |      |      |
| Intersection Summary          |       |      |      |        |      |      |      |       |       |       |      |      |
| HCM 7th Control Delay, s/veh  |       |      | 69.1 |        |      |      |      |       |       |       |      |      |
| HCM 7th LOS                   |       |      | E    |        |      |      |      |       |       |       |      |      |

2. EX PM Existing - PM 5:00 pm 04/17/2026  
GTC

Synchro 12 Report  
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# HCM 7th Signalized Intersection Summary

21: Magnolia Ave & Fullerton Ave

04/17/2026



| Movement                     | EBL               | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL   | SBT  | SBR  |
|------------------------------|-------------------|------|------|------|------|------|------|------|------|-------|------|------|
| Lane Configurations          | <div>↰ ↑↑ ↱</div> |      |      |      |      |      |      |      |      |       |      |      |
| Traffic Volume (veh/h)       | 58                | 639  | 92   | 174  | 734  | 160  | 53   | 250  | 232  | 94    | 385  | 48   |
| Future Volume (veh/h)        | 58                | 639  | 92   | 174  | 734  | 160  | 53   | 250  | 232  | 94    | 385  | 48   |
| Initial Q (Qb), veh          | 0                 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0    | 0    |
| Lane Width Adj.              | 1.00              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00              |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00  |      | 1.00 |
| Parking Bus, Adj             | 1.00              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Work Zone On Approach        | No                |      |      | No   |      |      | No   |      |      | No    |      |      |
| Adj Sat Flow, veh/h/ln       | 1870              | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870  | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 63                | 695  | 100  | 189  | 798  | 174  | 58   | 272  | 252  | 102   | 418  | 52   |
| Peak Hour Factor             | 0.92              | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 2                 | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2     | 2    | 2    |
| Cap, veh/h                   | 477               | 1082 | 154  | 572  | 1040 | 464  | 75   | 369  | 329  | 113   | 729  | 90   |
| Arrive On Green              | 0.27              | 0.24 | 0.24 | 0.43 | 0.39 | 0.39 | 0.04 | 0.21 | 0.21 | 0.06  | 0.23 | 0.23 |
| Sat Flow, veh/h              | 1781              | 4515 | 643  | 1781 | 3554 | 1585 | 1781 | 1777 | 1585 | 1781  | 3183 | 394  |
| Grp Volume(v), veh/h         | 63                | 522  | 273  | 189  | 798  | 174  | 58   | 272  | 252  | 102   | 232  | 238  |
| Grp Sat Flow(s),veh/h/ln     | 1781              | 1702 | 1755 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781  | 1777 | 1799 |
| Q Serve(g_s), s              | 3.0               | 15.2 | 15.4 | 7.8  | 21.5 | 6.8  | 3.5  | 15.8 | 16.5 | 6.3   | 12.8 | 12.9 |
| Cycle Q Clear(g_c), s        | 3.0               | 15.2 | 15.4 | 7.8  | 21.5 | 6.8  | 3.5  | 15.8 | 16.5 | 6.3   | 12.8 | 12.9 |
| Prop In Lane                 | 1.00              |      | 0.37 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00  |      | 0.22 |
| Lane Grp Cap(c), veh/h       | 477               | 815  | 420  | 572  | 1040 | 464  | 75   | 369  | 329  | 113   | 407  | 412  |
| V/C Ratio(X)                 | 0.13              | 0.64 | 0.65 | 0.33 | 0.77 | 0.37 | 0.77 | 0.74 | 0.77 | 0.90  | 0.57 | 0.58 |
| Avail Cap(c_a), veh/h        | 477               | 1160 | 598  | 572  | 1244 | 555  | 178  | 598  | 533  | 113   | 533  | 540  |
| 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)           | 0.95              | 0.95 | 0.95 | 0.79 | 0.79 | 0.79 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 30.6              | 37.6 | 37.7 | 23.6 | 30.3 | 16.4 | 52.2 | 40.8 | 41.1 | 51.2  | 37.6 | 37.7 |
| Incr Delay (d2), s/veh       | 0.1               | 3.7  | 7.2  | 0.3  | 4.3  | 1.8  | 15.3 | 4.1  | 5.3  | 54.5  | 1.8  | 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(95%),veh/ln     | 2.3               | 10.8 | 11.8 | 5.7  | 13.4 | 4.6  | 3.4  | 11.7 | 11.2 | 8.0   | 9.7  | 9.8  |
| Unsig. Movement Delay, s/veh |                   |      |      |      |      |      |      |      |      |       |      |      |
| LnGrp Delay(d), s/veh        | 30.7              | 41.2 | 44.8 | 23.9 | 34.6 | 18.2 | 67.5 | 44.9 | 46.3 | 105.6 | 39.4 | 39.5 |
| LnGrp LOS                    | C                 | D    | D    | C    | C    | B    | E    | D    | D    | F     | D    | D    |
| Approach Vol, veh/h          | 858               |      |      | 1161 |      |      | 582  |      |      | 572   |      |      |
| Approach Delay, s/veh        | 41.6              |      |      | 30.4 |      |      | 47.8 |      |      | 51.2  |      |      |
| Approach LOS                 | D                 |      |      | C    |      |      | D    |      |      | D     |      |      |
| Timer - Assigned Phs         | 1                 | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |       |      |      |
| Phs Duration (G+Y+Rc), s     | 1.0               | 27.8 | 39.3 | 31.9 | 8.6  | 30.2 | 33.5 | 37.7 |      |       |      |      |
| Change Period (Y+Rc), s      | 4.0               | 5.0  | 4.0  | 5.5  | 4.0  | 5.0  | 4.0  | 5.5  |      |       |      |      |
| Max Green Setting (Gmax), s  | 7.0               | 37.0 | 10.0 | 37.5 | 11.0 | 33.0 | 9.0  | 38.5 |      |       |      |      |
| Max Q Clear Time (g_c+I1), s | 18.3              | 18.5 | 9.8  | 17.4 | 5.5  | 14.9 | 5.0  | 23.5 |      |       |      |      |
| Green Ext Time (p_c), s      | 0.0               | 4.3  | 0.0  | 9.0  | 0.0  | 3.7  | 0.0  | 8.7  |      |       |      |      |
| Intersection Summary         |                   |      |      |      |      |      |      |      |      |       |      |      |
| HCM 7th Control Delay, s/veh | 40.4              |      |      |      |      |      |      |      |      |       |      |      |
| HCM 7th LOS                  | D                 |      |      |      |      |      |      |      |      |       |      |      |

# HCM 7th Signalized Intersection Summary

22: Kellog Ave & Magnolia Ave

04/17/2026



| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          |      |      |      |      |      |      |      |      |      |      |      |      |
| Traffic Volume (veh/h)       | 27   | 436  | 24   | 129  | 604  | 58   | 33   | 152  | 142  | 57   | 176  | 22   |
| Future Volume (veh/h)        | 27   | 436  | 24   | 129  | 604  | 58   | 33   | 152  | 142  | 57   | 176  | 22   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 29   | 474  | 26   | 140  | 657  | 63   | 36   | 165  | 154  | 62   | 191  | 24   |
| 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, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 48   | 1692 | 755  | 167  | 1779 | 170  | 54   | 197  | 184  | 80   | 385  | 48   |
| Arrive On Green              | 0.03 | 0.48 | 0.48 | 0.19 | 1.00 | 1.00 | 0.03 | 0.22 | 0.22 | 0.04 | 0.24 | 0.24 |
| Sat Flow, veh/h              | 1781 | 3554 | 1585 | 1781 | 3277 | 314  | 1781 | 890  | 831  | 1781 | 1629 | 205  |
| Grp Volume(v), veh/h         | 29   | 474  | 26   | 140  | 356  | 364  | 36   | 0    | 319  | 62   | 0    | 215  |
| Grp Sat Flow(s),veh/h/ln     | 1781 | 1777 | 1585 | 1781 | 1777 | 1814 | 1781 | 0    | 1721 | 1781 | 0    | 1834 |
| Q Serve(g_s), s              | 1.8  | 8.9  | 1.0  | 8.3  | 0.0  | 0.0  | 2.2  | 0.0  | 19.5 | 3.8  | 0.0  | 11.2 |
| Cycle Q Clear(g_c), s        | 1.8  | 8.9  | 1.0  | 8.3  | 0.0  | 0.0  | 2.2  | 0.0  | 19.5 | 3.8  | 0.0  | 11.2 |
| Prop In Lane                 | 1.00 |      | 1.00 | 1.00 |      | 0.17 | 1.00 |      | 0.48 | 1.00 |      | 0.11 |
| Lane Grp Cap(c), veh/h       | 48   | 1692 | 755  | 167  | 965  | 985  | 54   | 0    | 382  | 80   | 0    | 433  |
| V/C Ratio(X)                 | 0.61 | 0.28 | 0.03 | 0.84 | 0.37 | 0.37 | 0.67 | 0.00 | 0.84 | 0.78 | 0.00 | 0.50 |
| Avail Cap(c_a), veh/h        | 146  | 1692 | 755  | 227  | 965  | 985  | 97   | 0    | 735  | 97   | 0    | 783  |
| 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 | 0.88 | 0.88 | 0.88 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh     | 53.0 | 17.4 | 15.3 | 43.9 | 0.0  | 0.0  | 52.8 | 0.0  | 40.9 | 52.0 | 0.0  | 36.3 |
| Incr Delay (d2), s/veh       | 11.9 | 0.4  | 0.1  | 16.2 | 1.0  | 0.9  | 13.2 | 0.0  | 6.8  | 27.0 | 0.0  | 1.3  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 1.7  | 6.6  | 0.7  | 7.2  | 0.5  | 0.5  | 2.1  | 0.0  | 13.8 | 4.1  | 0.0  | 8.8  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 64.9 | 17.8 | 15.4 | 60.1 | 1.0  | 0.9  | 66.0 | 0.0  | 47.6 | 79.0 | 0.0  | 37.6 |
| LnGrp LOS                    | E    | B    | B    | E    | A    | A    | E    |      | D    | E    |      | D    |
| Approach Vol, veh/h          | 529  |      |      | 860  |      |      | 355  |      |      | 277  |      |      |
| Approach Delay, s/veh        | 20.3 |      |      | 10.6 |      |      | 49.5 |      |      | 46.9 |      |      |
| Approach LOS                 | C    |      |      | B    |      |      | D    |      |      | D    |      |      |
| Timer - Assigned Phs         | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 4.3  | 57.4 | 7.3  | 31.0 | 6.9  | 64.7 | 8.9  | 29.4 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0  | 5.0  | 4.0  | 5.0  | 4.0  | 5.0  | 4.0  | 5.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 14.0 | 25.0 | 6.0  | 47.0 | 9.0  | 30.0 | 6.0  | 47.0 |      |      |      |      |
| Max Q Clear Time (g_c+T1), s | 10.3 | 10.9 | 4.2  | 13.2 | 3.8  | 2.0  | 5.8  | 21.5 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.1  | 4.6  | 0.0  | 1.9  | 0.0  | 9.4  | 0.0  | 2.9  |      |      |      |      |
| Intersection Summary         |      |      |      |      |      |      |      |      |      |      |      |      |
| HCM 7th Control Delay, s/veh | 24.9 |      |      |      |      |      |      |      |      |      |      |      |
| HCM 7th LOS                  | C    |      |      |      |      |      |      |      |      |      |      |      |

# HCM 7th Signalized Intersection Summary

23: Magnolia Ave & Ontario Ave

04/17/2026

|                                                                                                               |  |  |  |  |  |  |  |  |  |  |  |  |
|---------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                                                                                      | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations                                                                                           |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)                                                                                        | 288                                                                               | 902                                                                               | 82                                                                                | 181                                                                               | 677                                                                               | 52                                                                                | 57                                                                                | 239                                                                               | 112                                                                               | 57                                                                                  | 406                                                                                 | 213                                                                                 |
| Future Volume (veh/h)                                                                                         | 288                                                                               | 902                                                                               | 82                                                                                | 181                                                                               | 677                                                                               | 52                                                                                | 57                                                                                | 239                                                                               | 112                                                                               | 57                                                                                  | 406                                                                                 | 213                                                                                 |
| Initial Q (Qb), veh                                                                                           | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.                                                                                               | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)                                                                                           | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj                                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                                                                                         | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln                                                                                        | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h                                                                                          | 313                                                                               | 980                                                                               | 0                                                                                 | 197                                                                               | 736                                                                               | 0                                                                                 | 62                                                                                | 260                                                                               | 122                                                                               | 62                                                                                  | 441                                                                                 | 232                                                                                 |
| 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, %                                                                                          | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                                                                                                    | 380                                                                               | 2382                                                                              |                                                                                   | 261                                                                               | 2205                                                                              |                                                                                   | 80                                                                                | 742                                                                               | 331                                                                               | 80                                                                                  | 742                                                                                 | 331                                                                                 |
| Arrive On Green                                                                                               | 0.11                                                                              | 0.47                                                                              | 0.00                                                                              | 0.08                                                                              | 0.43                                                                              | 0.00                                                                              | 0.04                                                                              | 0.21                                                                              | 0.21                                                                              | 0.04                                                                                | 0.21                                                                                | 0.21                                                                                |
| Sat Flow, veh/h                                                                                               | 3456                                                                              | 5106                                                                              | 1585                                                                              | 3456                                                                              | 5274                                                                              | 0                                                                                 | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                                | 3554                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h                                                                                          | 313                                                                               | 980                                                                               | 0                                                                                 | 197                                                                               | 736                                                                               | 0                                                                                 | 62                                                                                | 260                                                                               | 122                                                                               | 62                                                                                  | 441                                                                                 | 232                                                                                 |
| Grp Sat Flow(s),veh/h/ln                                                                                      | 1728                                                                              | 1702                                                                              | 1585                                                                              | 1728                                                                              | 1702                                                                              | 0                                                                                 | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                                | 1777                                                                                | 1585                                                                                |
| Q Serve(g_s), s                                                                                               | 9.7                                                                               | 13.9                                                                              | 0.0                                                                               | 6.1                                                                               | 10.5                                                                              | 0.0                                                                               | 3.8                                                                               | 6.9                                                                               | 7.3                                                                               | 3.8                                                                                 | 12.3                                                                                | 14.9                                                                                |
| Cycle Q Clear(g_c), s                                                                                         | 9.7                                                                               | 13.9                                                                              | 0.0                                                                               | 6.1                                                                               | 10.5                                                                              | 0.0                                                                               | 3.8                                                                               | 6.9                                                                               | 7.3                                                                               | 3.8                                                                                 | 12.3                                                                                | 14.9                                                                                |
| Prop In Lane                                                                                                  | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h                                                                                        | 380                                                                               | 2382                                                                              |                                                                                   | 261                                                                               | 2205                                                                              |                                                                                   | 80                                                                                | 742                                                                               | 331                                                                               | 80                                                                                  | 742                                                                                 | 331                                                                                 |
| V/C Ratio(X)                                                                                                  | 0.82                                                                              | 0.41                                                                              |                                                                                   | 0.76                                                                              | 0.33                                                                              |                                                                                   | 0.78                                                                              | 0.35                                                                              | 0.37                                                                              | 0.78                                                                                | 0.59                                                                                | 0.70                                                                                |
| Avail Cap(c_a), veh/h                                                                                         | 471                                                                               | 2382                                                                              |                                                                                   | 346                                                                               | 2205                                                                              |                                                                                   | 113                                                                               | 1066                                                                              | 476                                                                               | 113                                                                                 | 1066                                                                                | 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                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh                                                                                      | 47.9                                                                              | 19.4                                                                              | 0.0                                                                               | 49.9                                                                              | 20.7                                                                              | 0.0                                                                               | 52.0                                                                              | 37.1                                                                              | 37.3                                                                              | 52.0                                                                                | 39.3                                                                                | 40.3                                                                                |
| Incr Delay (d2), s/veh                                                                                        | 9.3                                                                               | 0.5                                                                               | 0.0                                                                               | 6.6                                                                               | 0.4                                                                               | 0.0                                                                               | 19.1                                                                              | 0.4                                                                               | 1.0                                                                               | 19.1                                                                                | 1.6                                                                                 | 5.7                                                                                 |
| Initial Q Delay(d3), s/veh                                                                                    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln                                                                                      | 8.2                                                                               | 9.4                                                                               | 0.0                                                                               | 5.2                                                                               | 7.6                                                                               | 0.0                                                                               | 3.8                                                                               | 5.5                                                                               | 5.2                                                                               | 3.8                                                                                 | 9.4                                                                                 | 10.4                                                                                |
| Unsig. Movement Delay, s/veh                                                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                                                                                         | 57.2                                                                              | 19.9                                                                              | 0.0                                                                               | 56.4                                                                              | 21.2                                                                              | 0.0                                                                               | 71.1                                                                              | 37.5                                                                              | 38.3                                                                              | 71.1                                                                                | 40.9                                                                                | 46.0                                                                                |
| LnGrp LOS                                                                                                     | E                                                                                 | B                                                                                 |                                                                                   | E                                                                                 | C                                                                                 |                                                                                   | E                                                                                 | D                                                                                 | D                                                                                 | E                                                                                   | D                                                                                   | D                                                                                   |
| Approach Vol, veh/h                                                                                           | 1293                                                                              |                                                                                   |                                                                                   | 933                                                                               |                                                                                   |                                                                                   | 444                                                                               |                                                                                   |                                                                                   | 735                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh                                                                                         | 28.9                                                                              |                                                                                   |                                                                                   | 28.6                                                                              |                                                                                   |                                                                                   | 42.4                                                                              |                                                                                   |                                                                                   | 45.1                                                                                |                                                                                     |                                                                                     |
| Approach LOS                                                                                                  | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs                                                                                          | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                 | 8                                                                                 |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                                                                                      | 33.3                                                                              | 57.8                                                                              | 9.9                                                                               | 29.0                                                                              | 17.1                                                                              | 54.0                                                                              | 9.9                                                                               | 29.0                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                                                                                       | 5.0                                                                               | 6.5                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.5                                                                               | 5.0                                                                               | 6.0                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s                                                                                   | 36.5                                                                              | 36.5                                                                              | 7.0                                                                               | 33.0                                                                              | 15.0                                                                              | 32.5                                                                              | 7.0                                                                               | 33.0                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I), s                                                                                   | 15.9                                                                              | 15.9                                                                              | 5.8                                                                               | 16.9                                                                              | 11.7                                                                              | 12.5                                                                              | 5.8                                                                               | 9.3                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                                                                                       | 0.2                                                                               | 11.4                                                                              | 0.0                                                                               | 6.0                                                                               | 0.4                                                                               | 8.5                                                                               | 0.0                                                                               | 3.0                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                                                                                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh                                                                                  | 34.1                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Notes                                                                                                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |

2. EX PM Existing - PM 5:00 pm 04/17/2026  
GTC

Synchro 12 Report  
Page 23

# HCM 7th Signalized Intersection Summary

## 1: E Grand Blvd/Grand Blvd & 3rd Street

04/17/2026

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |  |
| Traffic Volume (veh/h)       | 13                                                                                | 14                                                                                | 60                                                                                | 4                                                                                 | 12                                                                                | 14                                                                                | 49                                                                                  | 616                                                                                 | 9                                                                                   | 23                                                                                  | 440                                                                                 | 12                                                                                  |
| Future Volume (veh/h)        | 13                                                                                | 14                                                                                | 60                                                                                | 4                                                                                 | 12                                                                                | 14                                                                                | 49                                                                                  | 616                                                                                 | 9                                                                                   | 23                                                                                  | 440                                                                                 | 12                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 14                                                                                | 15                                                                                | 65                                                                                | 4                                                                                 | 13                                                                                | 15                                                                                | 53                                                                                  | 670                                                                                 | 10                                                                                  | 25                                                                                  | 478                                                                                 | 13                                                                                  |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 360                                                                               | 33                                                                                | 142                                                                               | 313                                                                               | 85                                                                                | 98                                                                                | 105                                                                                 | 1467                                                                                | 22                                                                                  | 56                                                                                  | 1348                                                                                | 37                                                                                  |
| Arrive On Green              | 0.11                                                                              | 0.11                                                                              | 0.11                                                                              | 0.11                                                                              | 0.11                                                                              | 0.11                                                                              | 0.06                                                                                | 0.41                                                                                | 0.41                                                                                | 0.03                                                                                | 0.38                                                                                | 0.38                                                                                |
| Sat Flow, veh/h              | 1382                                                                              | 306                                                                               | 1326                                                                              | 1319                                                                              | 792                                                                               | 914                                                                               | 1781                                                                                | 3584                                                                                | 53                                                                                  | 1781                                                                                | 3534                                                                                | 96                                                                                  |
| Grp Volume(v), veh/h         | 14                                                                                | 0                                                                                 | 80                                                                                | 4                                                                                 | 0                                                                                 | 28                                                                                | 53                                                                                  | 332                                                                                 | 348                                                                                 | 25                                                                                  | 240                                                                                 | 251                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1382                                                                              | 0                                                                                 | 1632                                                                              | 1319                                                                              | 0                                                                                 | 1706                                                                              | 1781                                                                                | 1777                                                                                | 1861                                                                                | 1781                                                                                | 1777                                                                                | 1853                                                                                |
| Q Serve(g_s), s              | 0.3                                                                               | 0.0                                                                               | 1.4                                                                               | 0.1                                                                               | 0.0                                                                               | 0.5                                                                               | 0.9                                                                                 | 4.2                                                                                 | 4.2                                                                                 | 0.4                                                                                 | 3.0                                                                                 | 3.0                                                                                 |
| Cycle Q Clear(g_c), s        | 0.7                                                                               | 0.0                                                                               | 1.4                                                                               | 1.5                                                                               | 0.0                                                                               | 0.5                                                                               | 0.9                                                                                 | 4.2                                                                                 | 4.2                                                                                 | 0.4                                                                                 | 3.0                                                                                 | 3.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.81                                                                              | 1.00                                                                              |                                                                                   | 0.54                                                                              | 1.00                                                                                |                                                                                     | 0.03                                                                                | 1.00                                                                                |                                                                                     | 0.05                                                                                |
| Lane Grp Cap(c), veh/h       | 360                                                                               | 0                                                                                 | 174                                                                               | 313                                                                               | 0                                                                                 | 182                                                                               | 105                                                                                 | 727                                                                                 | 762                                                                                 | 56                                                                                  | 678                                                                                 | 707                                                                                 |
| V/C Ratio(X)                 | 0.04                                                                              | 0.00                                                                              | 0.46                                                                              | 0.01                                                                              | 0.00                                                                              | 0.15                                                                              | 0.50                                                                                | 0.46                                                                                | 0.46                                                                                | 0.45                                                                                | 0.35                                                                                | 0.36                                                                                |
| Avail Cap(c_a), veh/h        | 1106                                                                              | 0                                                                                 | 1055                                                                              | 1408                                                                              | 0                                                                                 | 1599                                                                              | 864                                                                                 | 1895                                                                                | 1985                                                                                | 864                                                                                 | 1723                                                                                | 1797                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 12.9                                                                              | 0.0                                                                               | 13.0                                                                              | 13.7                                                                              | 0.0                                                                               | 12.5                                                                              | 14.1                                                                                | 6.6                                                                                 | 6.6                                                                                 | 14.7                                                                                | 6.8                                                                                 | 6.8                                                                                 |
| Incr Delay (d2), s/veh       | 0.0                                                                               | 0.0                                                                               | 1.9                                                                               | 0.0                                                                               | 0.0                                                                               | 0.4                                                                               | 1.4                                                                                 | 0.6                                                                                 | 0.6                                                                                 | 2.1                                                                                 | 0.4                                                                                 | 0.4                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 0.1                                                                               | 0.0                                                                               | 0.9                                                                               | 0.0                                                                               | 0.0                                                                               | 0.3                                                                               | 0.6                                                                                 | 1.8                                                                                 | 1.9                                                                                 | 0.3                                                                                 | 1.4                                                                                 | 1.4                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 12.9                                                                              | 0.0                                                                               | 14.8                                                                              | 13.7                                                                              | 0.0                                                                               | 12.9                                                                              | 15.5                                                                                | 7.3                                                                                 | 7.2                                                                                 | 16.8                                                                                | 7.3                                                                                 | 7.3                                                                                 |
| LnGrp LOS                    | B                                                                                 |                                                                                   | B                                                                                 | B                                                                                 |                                                                                   | B                                                                                 | B                                                                                   | A                                                                                   | A                                                                                   | B                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          | 94                                                                                |                                                                                   |                                                                                   | 32                                                                                |                                                                                   |                                                                                   | 733                                                                                 |                                                                                     |                                                                                     | 516                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 14.6                                                                              |                                                                                   |                                                                                   | 13.0                                                                              |                                                                                   |                                                                                   | 7.9                                                                                 |                                                                                     |                                                                                     | 7.7                                                                                 |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 5.0                                                                               | 17.7                                                                              |                                                                                   | 8.3                                                                               | 5.8                                                                               | 16.8                                                                              |                                                                                     | 8.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               |                                                                                     | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 15.0                                                                              | 33.0                                                                              |                                                                                   | 20.0                                                                              | 15.0                                                                              | 30.0                                                                              |                                                                                     | 29.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 2.4                                                                               | 6.2                                                                               |                                                                                   | 3.4                                                                               | 2.9                                                                               | 5.0                                                                               |                                                                                     | 3.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 6.5                                                                               |                                                                                   | 0.4                                                                               | 0.0                                                                               | 4.3                                                                               |                                                                                     | 0.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 8.4                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



| Intersection             |                                                                                   |      |                                                                                   |      |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 1.6                                                                               |      |                                                                                   |      |                                                                                   |                                                                                   |
| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL                                                                               | SBT                                                                               |
| Lane Configurations      |  |      |  |      |  |  |
| Traffic Vol, veh/h       | 5                                                                                 | 103  | 592                                                                               | 12   | 73                                                                                | 432                                                                               |
| Future Vol, veh/h        | 5                                                                                 | 103  | 592                                                                               | 12   | 73                                                                                | 432                                                                               |
| 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                                                                                 | -    | -                                                                                 | -    | 50                                                                                | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | 0                                                                                 | -    | -                                                                                 | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -    | 0                                                                                 | -    | -                                                                                 | 0                                                                                 |
| Peak Hour Factor         | 92                                                                                | 92   | 92                                                                                | 92   | 92                                                                                | 92                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 5                                                                                 | 112  | 643                                                                               | 13   | 79                                                                                | 470                                                                               |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 1043   | 328    | 0      |
| Stage 1              | 650    | -      | -      |
| Stage 2              | 393    | -      | -      |
| Critical Hdwy        | 6.84   | 6.94   | -      |
| Critical Hdwy Stg 1  | 5.84   | -      | -      |
| Critical Hdwy Stg 2  | 5.84   | -      | -      |
| Follow-up Hdwy       | 3.52   | 3.32   | -      |
| Pot Cap-1 Maneuver   | 225    | 667    | -      |
| Stage 1              | 481    | -      | -      |
| Stage 2              | 651    | -      | -      |
| Platoon blocked, %   |        | -      | -      |
| Mov Cap-1 Maneuver   | 205    | 667    | -      |
| Mov Cap-2 Maneuver   | 335    | -      | -      |
| Stage 1              | 481    | -      | -      |
| Stage 2              | 595    | -      | -      |

| Approach          | WB    | NB | SB   |
|-------------------|-------|----|------|
| HCM Ctrl Dly, s/v | 11.91 | 0  | 1.34 |
| HCM LOS           | B     |    |      |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT   |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h)      | -   | -        | 638   | 927   |
| HCM Lane V/C Ratio    | -   | -        | 0.184 | 0.086 |
| HCM Ctrl Dly (s/v)    | -   | -        | 11.9  | 9.2   |
| HCM Lane LOS          | -   | -        | B     | A     |
| HCM 95th %tile Q(veh) | -   | -        | 0.7   | 0.3   |



**Intersection**

Int Delay, s/veh 0.4

**Movement** EBT EBR WBL WBT NBL NBR

Lane Configurations

Traffic Vol, veh/h 94 9 5 82 3 2

Future Vol, veh/h 94 9 5 82 3 2

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 102 10 5 89 3 2

**Major/Minor** Major1 Major2 Minor1

Conflicting Flow All 0 0 112 0 207 107

Stage 1 - - - - 107 -

Stage 2 - - - - 100 -

Critical Hdwy - - 4.12 - 6.42 6.22

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy - - 2.218 - 3.518 3.318

Pot Cap-1 Maneuver - - 1478 - 781 947

Stage 1 - - - - 917 -

Stage 2 - - - - 924 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - 1478 - 778 947

Mov Cap-2 Maneuver - - - - 778 -

Stage 1 - - - - 917 -

Stage 2 - - - - 920 -

**Approach** EB WB NB

HCM Ctrl Dly, s/v 0 0.43 9.32

HCM LOS A

**Minor Lane/Major Mvmt** NBLn1 EBT EBR WBL WBT

Capacity (veh/h) 838 - - 103 -

HCM Lane V/C Ratio 0.006 - - 0.004 -

HCM Ctrl Dly (s/v) 9.3 - - 7.4 0

HCM Lane LOS A - - A A

HCM 95th %tile Q(veh) 0 - - 0 -

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 0.8    |                                                                                   |                                                                                   |        |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |        |  |       |
| Traffic Vol, veh/h       | 5      | 76                                                                                | 99                                                                                | 15     | 8                                                                                 | 6     |
| Future Vol, veh/h        | 5      | 76                                                                                | 99                                                                                | 15     | 8                                                                                 | 6     |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None   | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Peak Hour Factor         | 92     | 92                                                                                | 92                                                                                | 92     | 92                                                                                | 92    |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2                                                                                 | 2      | 2                                                                                 | 2     |
| Mvmt Flow                | 5      | 83                                                                                | 108                                                                               | 16     | 9                                                                                 | 7     |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |       |
| Conflicting Flow All     | 124    | 0                                                                                 | -                                                                                 | 0      | 209                                                                               | 116   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 116                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 93                                                                                | -     |
| Critical Hdwy            | 4.12   | -                                                                                 | -                                                                                 | -      | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Follow-up Hdwy           | 2.218  | -                                                                                 | -                                                                                 | -      | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | 1463   | -                                                                                 | -                                                                                 | -      | 779                                                                               | 937   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 909                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 930                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |       |
| Mov Cap-1 Maneuver       | 1463   | -                                                                                 | -                                                                                 | -      | 776                                                                               | 937   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 776                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 906                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 930                                                                               | -     |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |       |
| HCM Ctrl Dly, s/v        | 0.46   | 0                                                                                 |                                                                                   | 9.38   |                                                                                   |       |
| HCM LOS                  |        |                                                                                   |                                                                                   | A      |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |
| Capacity (veh/h)         | 111    | -                                                                                 | -                                                                                 | -      | 838                                                                               |       |
| HCM Lane V/C Ratio       | 0.004  | -                                                                                 | -                                                                                 | -      | 0.018                                                                             |       |
| HCM Ctrl Dly (s/v)       | 7.5    | 0                                                                                 | -                                                                                 | -      | 9.4                                                                               |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | A                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -      | 0.1                                                                               |       |

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |       |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 4.7                                                                               |        |       |                                                                                   |                                                                                   |       |
| Movement                 | EBT                                                                               | EBR    | WBL   | WBT                                                                               | NBL                                                                               | NBR   |
| Lane Configurations      |  |        |       |  |  |       |
| Traffic Vol, veh/h       | 2                                                                                 | 96     | 1     | 4                                                                                 | 105                                                                               | 0     |
| Future Vol, veh/h        | 2                                                                                 | 96     | 1     | 4                                                                                 | 105                                                                               | 0     |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0     |
| Sign Control             | Free                                                                              | Free   | Free  | Free                                                                              | Stop                                                                              | Stop  |
| RT Channelized           | -                                                                                 | None   | -     | None                                                                              | -                                                                                 | None  |
| Storage Length           | -                                                                                 | -      | -     | -                                                                                 | 0                                                                                 | -     |
| Veh in Median Storage, # | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -     |
| Grade, %                 | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -     |
| Peak Hour Factor         | 92                                                                                | 92     | 92    | 92                                                                                | 92                                                                                | 92    |
| Heavy Vehicles, %        | 2                                                                                 | 2      | 2     | 2                                                                                 | 2                                                                                 | 2     |
| Mvmt Flow                | 2                                                                                 | 104    | 1     | 4                                                                                 | 114                                                                               | 0     |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |       |
| Major/Minor              | Major1                                                                            | Major2 |       | Minor1                                                                            |                                                                                   |       |
| Conflicting Flow All     | 0                                                                                 | 0      | 107   | 0                                                                                 | 61                                                                                | 54    |
| Stage 1                  | -                                                                                 | -      | -     | -                                                                                 | 54                                                                                | -     |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | 7                                                                                 | -     |
| Critical Hdwy            | -                                                                                 | -      | 4.12  | -                                                                                 | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -                                                                                 | -      | -     | -                                                                                 | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -                                                                                 | -      | -     | -                                                                                 | 5.42                                                                              | -     |
| Follow-up Hdwy           | -                                                                                 | -      | 2.218 | -                                                                                 | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | -                                                                                 | -      | 1484  | -                                                                                 | 946                                                                               | 1013  |
| Stage 1                  | -                                                                                 | -      | -     | -                                                                                 | 968                                                                               | -     |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | 1017                                                                              | -     |
| Platoon blocked, %       | -                                                                                 | -      |       | -                                                                                 |                                                                                   |       |
| Mov Cap-1 Maneuver       | -                                                                                 | -      | 1484  | -                                                                                 | 945                                                                               | 1013  |
| Mov Cap-2 Maneuver       | -                                                                                 | -      | -     | -                                                                                 | 945                                                                               | -     |
| Stage 1                  | -                                                                                 | -      | -     | -                                                                                 | 968                                                                               | -     |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | 1016                                                                              | -     |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |       |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |       |
| Approach                 | EB                                                                                | WB     |       | NB                                                                                |                                                                                   |       |
| HCM Ctrl Dly, s/v        | 0                                                                                 | 1.49   |       | 9.33                                                                              |                                                                                   |       |
| HCM LOS                  | A                                                                                 |        |       |                                                                                   |                                                                                   |       |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |       |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |       |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT    | EBR   | WBL                                                                               | WBT                                                                               |       |
| Capacity (veh/h)         | 945                                                                               | -      | -     | 360                                                                               | -                                                                                 |       |
| HCM Lane V/C Ratio       | 0.121                                                                             | -      | -     | 0.001                                                                             | -                                                                                 |       |
| HCM Ctrl Dly (s/v)       | 9.3                                                                               | -      | -     | 7.4                                                                               | 0                                                                                 |       |
| HCM Lane LOS             | A                                                                                 | -      | -     | A                                                                                 | A                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.4                                                                               | -      | -     | 0                                                                                 | -                                                                                 |       |

| Intersection             |                                                                                   |      |                                                                                   |      |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.1                                                                               |      |                                                                                   |      |                                                                                   |                                                                                   |
| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL                                                                               | SBT                                                                               |
| Lane Configurations      |  |      |  |      |  |  |
| Traffic Vol, veh/h       | 0                                                                                 | 6    | 594                                                                               | 10   | 3                                                                                 | 445                                                                               |
| Future Vol, veh/h        | 0                                                                                 | 6    | 594                                                                               | 10   | 3                                                                                 | 445                                                                               |
| 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                                                                                 | -    | -                                                                                 | -    | 50                                                                                | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | 0                                                                                 | -    | -                                                                                 | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -    | 0                                                                                 | -    | -                                                                                 | 0                                                                                 |
| Peak Hour Factor         | 92                                                                                | 92   | 92                                                                                | 92   | 92                                                                                | 92                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 0                                                                                 | 7    | 646                                                                               | 11   | 3                                                                                 | 484                                                                               |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 899    | 328    | 0      |
| Stage 1              | 651    | -      | -      |
| Stage 2              | 248    | -      | -      |
| Critical Hdwy        | 6.84   | 6.94   | -      |
| Critical Hdwy Stg 1  | 5.84   | -      | -      |
| Critical Hdwy Stg 2  | 5.84   | -      | -      |
| Follow-up Hdwy       | 3.52   | 3.32   | -      |
| Pot Cap-1 Maneuver   | 278    | 667    | -      |
| Stage 1              | 481    | -      | -      |
| Stage 2              | 770    | -      | -      |
| Platoon blocked, %   |        | -      | -      |
| Mov Cap-1 Maneuver   | 277    | 667    | -      |
| Mov Cap-2 Maneuver   | 384    | -      | -      |
| Stage 1              | 481    | -      | -      |
| Stage 2              | 767    | -      | -      |

| Approach          | WB    | NB | SB   |
|-------------------|-------|----|------|
| HCM Ctrl Dly, s/v | 10.45 | 0  | 0.06 |
| HCM LOS           | B     |    |      |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL  | SBT   |
|-----------------------|-----|----------|------|-------|
| Capacity (veh/h)      | -   | -        | 667  | 927   |
| HCM Lane V/C Ratio    | -   | -        | 0.01 | 0.004 |
| HCM Ctrl Dly (s/v)    | -   | -        | 10.4 | 8.9   |
| HCM Lane LOS          | -   | -        | B    | A     |
| HCM 95th %tile Q(veh) | -   | -        | 0    | 0     |

# HCM 7th Signalized Intersection Summary

7: E Grand Blvd & 6th St

04/17/2026

|                                                                    |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                                           | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations                                                |  |  |  |  |  |  |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)                                             | 45                                                                                | 380                                                                               | 45                                                                                | 76                                                                                | 367                                                                               | 306                                                                               | 68                                                                                  | 231                                                                                 | 66                                                                                  | 168                                                                                 | 230                                                                                 | 37                                                                                  |
| Future Volume (veh/h)                                              | 45                                                                                | 380                                                                               | 45                                                                                | 76                                                                                | 367                                                                               | 306                                                                               | 68                                                                                  | 231                                                                                 | 66                                                                                  | 168                                                                                 | 230                                                                                 | 37                                                                                  |
| Initial Q (Qb), veh                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.                                                    | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)                                                | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                                              | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln                                             | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h                                               | 49                                                                                | 413                                                                               | 49                                                                                | 83                                                                                | 399                                                                               | 333                                                                               | 74                                                                                  | 251                                                                                 | 72                                                                                  | 183                                                                                 | 250                                                                                 | 40                                                                                  |
| 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, %                                               | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                                                         | 63                                                                                | 916                                                                               | 776                                                                               | 105                                                                               | 961                                                                               | 814                                                                               | 95                                                                                  | 411                                                                                 | 115                                                                                 | 216                                                                                 | 669                                                                                 | 106                                                                                 |
| Arrive On Green                                                    | 0.07                                                                              | 0.98                                                                              | 0.98                                                                              | 0.10                                                                              | 0.86                                                                              | 0.86                                                                              | 0.05                                                                                | 0.15                                                                                | 0.15                                                                                | 0.12                                                                                | 0.22                                                                                | 0.22                                                                                |
| Sat Flow, veh/h                                                    | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                                | 2740                                                                                | 769                                                                                 | 1781                                                                                | 3074                                                                                | 485                                                                                 |
| Grp Volume(v), veh/h                                               | 49                                                                                | 413                                                                               | 49                                                                                | 83                                                                                | 399                                                                               | 333                                                                               | 74                                                                                  | 161                                                                                 | 162                                                                                 | 183                                                                                 | 143                                                                                 | 147                                                                                 |
| Grp Sat Flow(s),veh/h/ln                                           | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                                | 1777                                                                                | 1732                                                                                | 1781                                                                                | 1777                                                                                | 1783                                                                                |
| Q Serve(g_s), s                                                    | 2.7                                                                               | 0.8                                                                               | 0.1                                                                               | 4.6                                                                               | 4.7                                                                               | 4.6                                                                               | 4.1                                                                                 | 8.5                                                                                 | 8.8                                                                                 | 10.1                                                                                | 6.9                                                                                 | 7.0                                                                                 |
| Cycle Q Clear(g_c), s                                              | 2.7                                                                               | 0.8                                                                               | 0.1                                                                               | 4.6                                                                               | 4.7                                                                               | 4.6                                                                               | 4.1                                                                                 | 8.5                                                                                 | 8.8                                                                                 | 10.1                                                                                | 6.9                                                                                 | 7.0                                                                                 |
| Prop In Lane                                                       | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.44                                                                                | 1.00                                                                                |                                                                                     | 0.27                                                                                |
| Lane Grp Cap(c), veh/h                                             | 63                                                                                | 916                                                                               | 776                                                                               | 105                                                                               | 961                                                                               | 814                                                                               | 95                                                                                  | 266                                                                                 | 260                                                                                 | 216                                                                                 | 387                                                                                 | 388                                                                                 |
| V/C Ratio(X)                                                       | 0.78                                                                              | 0.45                                                                              | 0.06                                                                              | 0.79                                                                              | 0.42                                                                              | 0.41                                                                              | 0.78                                                                                | 0.60                                                                                | 0.62                                                                                | 0.85                                                                                | 0.37                                                                                | 0.38                                                                                |
| Avail Cap(c_a), veh/h                                              | 160                                                                               | 916                                                                               | 776                                                                               | 160                                                                               | 961                                                                               | 814                                                                               | 232                                                                                 | 320                                                                                 | 312                                                                                 | 321                                                                                 | 409                                                                                 | 410                                                                                 |
| HCM Platoon Ratio                                                  | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 1.67                                                                              | 1.67                                                                              | 1.67                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)                                                 | 0.80                                                                              | 0.80                                                                              | 0.80                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh                                           | 46.1                                                                              | 0.5                                                                               | 0.5                                                                               | 44.4                                                                              | 3.8                                                                               | 3.8                                                                               | 46.7                                                                                | 39.7                                                                                | 39.9                                                                                | 43.0                                                                                | 33.3                                                                                | 33.4                                                                                |
| Incr Delay (d2), s/veh                                             | 6.3                                                                               | 1.3                                                                               | 0.1                                                                               | 6.7                                                                               | 1.3                                                                               | 1.5                                                                               | 5.0                                                                                 | 4.6                                                                                 | 5.3                                                                                 | 8.7                                                                                 | 1.3                                                                                 | 1.3                                                                                 |
| Initial Q Delay(d3), s/veh                                         | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln                                           | 2.3                                                                               | 0.9                                                                               | 0.1                                                                               | 3.8                                                                               | 3.0                                                                               | 2.6                                                                               | 3.5                                                                                 | 7.2                                                                                 | 7.4                                                                                 | 8.5                                                                                 | 5.5                                                                                 | 5.7                                                                                 |
| Unsig. Movement Delay, s/veh                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                                              | 52.4                                                                              | 1.8                                                                               | 0.7                                                                               | 51.1                                                                              | 5.1                                                                               | 5.3                                                                               | 51.7                                                                                | 44.3                                                                                | 45.2                                                                                | 51.7                                                                                | 34.5                                                                                | 34.7                                                                                |
| LnGrp LOS                                                          | D                                                                                 | A                                                                                 | A                                                                                 | D                                                                                 | A                                                                                 | A                                                                                 | D                                                                                   | D                                                                                   | D                                                                                   | D                                                                                   | C                                                                                   | C                                                                                   |
| Approach Vol, veh/h                                                | 511                                                                               |                                                                                   |                                                                                   | 815                                                                               |                                                                                   |                                                                                   | 397                                                                                 |                                                                                     |                                                                                     | 473                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh                                              | 6.6                                                                               |                                                                                   |                                                                                   | 9.9                                                                               |                                                                                   |                                                                                   | 46.1                                                                                |                                                                                     |                                                                                     | 41.2                                                                                |                                                                                     |                                                                                     |
| Approach LOS                                                       | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | D                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs                                               | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                                           | 9.9                                                                               | 54.0                                                                              | 9.4                                                                               | 26.8                                                                              | 7.5                                                                               | 56.4                                                                              | 16.1                                                                                | 20.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                                            | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s                                        | 9.0                                                                               | 37.0                                                                              | 13.0                                                                              | 23.0                                                                              | 9.0                                                                               | 37.0                                                                              | 18.0                                                                                | 18.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s                                       | 6.6                                                                               | 2.8                                                                               | 6.1                                                                               | 9.0                                                                               | 4.7                                                                               | 6.7                                                                               | 12.1                                                                                | 10.8                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                                            | 0.0                                                                               | 6.0                                                                               | 0.0                                                                               | 2.4                                                                               | 0.0                                                                               | 8.5                                                                               | 0.1                                                                                 | 1.7                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh                                       | 22.4                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                                                        | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved pedestrian interval to be less than phase max green. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

9.1 Ex Sat Existing - Sat MD 12:00 pm 04/17/2026  
GTC

Synchro 12 Report  
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| Intersection             |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.1                                                                               |                                                                                   |                                                                                   |      |                                                                                   |      |
| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
| Lane Configurations      |  |  |  |      |  |      |
| Traffic Vol, veh/h       | 5                                                                                 | 610                                                                               | 776                                                                               | 5    | 4                                                                                 | 4    |
| Future Vol, veh/h        | 5                                                                                 | 610                                                                               | 776                                                                               | 5    | 4                                                                                 | 4    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0    |
| Sign Control             | Free                                                                              | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None | -                                                                                 | None |
| Storage Length           | 50                                                                                | -                                                                                 | -                                                                                 | -    | 0                                                                                 | -    |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Grade, %                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92                                                                                | 92                                                                                | 92   | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 5                                                                                 | 663                                                                               | 843                                                                               | 5    | 4                                                                                 | 4    |

| Major/Minor          | Major1 | Major2 | Minor2      |
|----------------------|--------|--------|-------------|
| Conflicting Flow All | 849    | 0      | 0 1189 424  |
| Stage 1              | -      | -      | - 846 -     |
| Stage 2              | -      | -      | - 342 -     |
| Critical Hdwy        | 4.14   | -      | - 6.84 6.94 |
| Critical Hdwy Stg 1  | -      | -      | - 5.84 -    |
| Critical Hdwy Stg 2  | -      | -      | - 5.84 -    |
| Follow-up Hdwy       | 2.22   | -      | - 3.52 3.32 |
| Pot Cap-1 Maneuver   | 785    | -      | - 181 578   |
| Stage 1              | -      | -      | - 381 -     |
| Stage 2              | -      | -      | - 691 -     |
| Platoon blocked, %   | -      | -      | -           |
| Mov Cap-1 Maneuver   | 785    | -      | - 180 578   |
| Mov Cap-2 Maneuver   | -      | -      | - 295 -     |
| Stage 1              | -      | -      | - 378 -     |
| Stage 2              | -      | -      | - 691 -     |

| Approach          | EB   | WB | SB    |
|-------------------|------|----|-------|
| HCM Ctrl Dly, s/v | 0.08 | 0  | 14.43 |
| HCM LOS           |      |    | B     |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 785   | -   | -   | -   | 390   |
| HCM Lane V/C Ratio    | 0.007 | -   | -   | -   | 0.022 |
| HCM Ctrl Dly (s/v)    | 9.6   | -   | -   | -   | 14.4  |
| HCM Lane LOS          | A     | -   | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   | 0.1   |

# HCM 7th Signalized Intersection Summary

9: Rimpau Ave & 6th St

04/17/2026

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 5                                                                                 | 469                                                                               | 127                                                                               | 62                                                                                | 609                                                                               | 33                                                                                | 161                                                                                 | 61                                                                                  | 106                                                                                 | 50                                                                                  | 47                                                                                  | 8                                                                                   |
| Future Volume (veh/h)        | 5                                                                                 | 469                                                                               | 127                                                                               | 62                                                                                | 609                                                                               | 33                                                                                | 161                                                                                 | 61                                                                                  | 106                                                                                 | 50                                                                                  | 47                                                                                  | 8                                                                                   |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 5                                                                                 | 510                                                                               | 138                                                                               | 67                                                                                | 662                                                                               | 36                                                                                | 175                                                                                 | 66                                                                                  | 115                                                                                 | 54                                                                                  | 51                                                                                  | 9                                                                                   |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 12                                                                                | 1647                                                                              | 443                                                                               | 87                                                                                | 2185                                                                              | 119                                                                               | 295                                                                                 | 81                                                                                  | 141                                                                                 | 174                                                                                 | 141                                                                                 | 25                                                                                  |
| Arrive On Green              | 0.00                                                                              | 0.20                                                                              | 0.20                                                                              | 0.05                                                                              | 0.64                                                                              | 0.64                                                                              | 0.08                                                                                | 0.13                                                                                | 0.13                                                                                | 0.04                                                                                | 0.09                                                                                | 0.09                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 2768                                                                              | 745                                                                               | 1781                                                                              | 3427                                                                              | 186                                                                               | 1781                                                                                | 612                                                                                 | 1066                                                                                | 1781                                                                                | 1548                                                                                | 273                                                                                 |
| Grp Volume(v), veh/h         | 5                                                                                 | 326                                                                               | 322                                                                               | 67                                                                                | 343                                                                               | 355                                                                               | 175                                                                                 | 0                                                                                   | 181                                                                                 | 54                                                                                  | 0                                                                                   | 60                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1736                                                                              | 1781                                                                              | 1777                                                                              | 1837                                                                              | 1781                                                                                | 0                                                                                   | 1678                                                                                | 1781                                                                                | 0                                                                                   | 1821                                                                                |
| Q Serve(g_s), s              | 0.3                                                                               | 15.7                                                                              | 15.9                                                                              | 3.7                                                                               | 8.7                                                                               | 8.7                                                                               | 8.0                                                                                 | 0.0                                                                                 | 10.5                                                                                | 2.7                                                                                 | 0.0                                                                                 | 3.1                                                                                 |
| Cycle Q Clear(g_c), s        | 0.3                                                                               | 15.7                                                                              | 15.9                                                                              | 3.7                                                                               | 8.7                                                                               | 8.7                                                                               | 8.0                                                                                 | 0.0                                                                                 | 10.5                                                                                | 2.7                                                                                 | 0.0                                                                                 | 3.1                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.43                                                                              | 1.00                                                                              |                                                                                   | 0.10                                                                              | 1.00                                                                                |                                                                                     | 0.64                                                                                | 1.00                                                                                |                                                                                     | 0.15                                                                                |
| Lane Grp Cap(c), veh/h       | 12                                                                                | 1057                                                                              | 1033                                                                              | 87                                                                                | 1133                                                                              | 1171                                                                              | 295                                                                                 | 0                                                                                   | 222                                                                                 | 174                                                                                 | 0                                                                                   | 166                                                                                 |
| V/C Ratio(X)                 | 0.43                                                                              | 0.31                                                                              | 0.31                                                                              | 0.77                                                                              | 0.30                                                                              | 0.30                                                                              | 0.59                                                                                | 0.00                                                                                | 0.82                                                                                | 0.31                                                                                | 0.00                                                                                | 0.36                                                                                |
| Avail Cap(c_a), veh/h        | 321                                                                               | 1057                                                                              | 1033                                                                              | 321                                                                               | 1133                                                                              | 1171                                                                              | 295                                                                                 | 0                                                                                   | 336                                                                                 | 247                                                                                 | 0                                                                                   | 364                                                                                 |
| HCM Platoon Ratio            | 0.33                                                                              | 0.33                                                                              | 0.33                                                                              | 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                                                                              | 0.82                                                                                | 0.00                                                                                | 0.82                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 49.7                                                                              | 22.6                                                                              | 22.6                                                                              | 47.0                                                                              | 8.1                                                                               | 8.1                                                                               | 36.9                                                                                | 0.0                                                                                 | 42.2                                                                                | 39.3                                                                                | 0.0                                                                                 | 42.7                                                                                |
| Incr Delay (d2), s/veh       | 23.5                                                                              | 0.8                                                                               | 0.8                                                                               | 13.0                                                                              | 0.7                                                                               | 0.7                                                                               | 2.6                                                                                 | 0.0                                                                                 | 9.6                                                                                 | 1.0                                                                                 | 0.0                                                                                 | 1.9                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 0.4                                                                               | 12.2                                                                              | 12.1                                                                              | 3.5                                                                               | 5.9                                                                               | 6.1                                                                               | 7.0                                                                                 | 0.0                                                                                 | 8.2                                                                                 | 2.2                                                                                 | 0.0                                                                                 | 2.7                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 73.2                                                                              | 23.4                                                                              | 23.4                                                                              | 60.0                                                                              | 8.8                                                                               | 8.8                                                                               | 39.5                                                                                | 0.0                                                                                 | 51.8                                                                                | 40.3                                                                                | 0.0                                                                                 | 44.6                                                                                |
| LnGrp LOS                    | E                                                                                 | C                                                                                 | C                                                                                 | E                                                                                 | A                                                                                 | A                                                                                 | D                                                                                   |                                                                                     | D                                                                                   | D                                                                                   |                                                                                     | D                                                                                   |
| Approach Vol, veh/h          | 653                                                                               |                                                                                   |                                                                                   | 765                                                                               |                                                                                   |                                                                                   | 356                                                                                 |                                                                                     |                                                                                     | 114                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 23.8                                                                              |                                                                                   |                                                                                   | 13.3                                                                              |                                                                                   |                                                                                   | 45.7                                                                                |                                                                                     |                                                                                     | 42.5                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | D                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 8.9                                                                               | 65.0                                                                              | 7.9                                                                               | 18.2                                                                              | 4.6                                                                               | 69.2                                                                              | 12.0                                                                                | 14.1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.5                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.5                                                                               | 4.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 18.0                                                                              | 35.5                                                                              | 8.0                                                                               | 20.0                                                                              | 18.0                                                                              | 35.5                                                                              | 8.0                                                                                 | 20.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 5.7                                                                               | 17.9                                                                              | 4.7                                                                               | 12.5                                                                              | 2.3                                                                               | 10.7                                                                              | 10.0                                                                                | 5.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.1                                                                               | 6.7                                                                               | 0.0                                                                               | 0.7                                                                               | 0.0                                                                               | 8.6                                                                               | 0.0                                                                                 | 0.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 24.8                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

9.1 Ex Sat Existing - Sat MD 12:00 pm 04/17/2026  
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**Intersection**

Int Delay, s/veh 0.3

| Movement                 | EBT                                                                               | EBR  | WBL  | WBT                                                                               | NBL                                                                               | NBR  |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 82                                                                                | 10   | 2    | 110                                                                               | 4                                                                                 | 2    |
| Future Vol, veh/h        | 82                                                                                | 10   | 2    | 110                                                                               | 4                                                                                 | 2    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Free                                                                              | Free | Free | Free                                                                              | Stop                                                                              | Stop |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | -                                                                                 | -    | -    | -                                                                                 | 0                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92   | 92   | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2    | 2                                                                                 | 2                                                                                 | 2    |
| Mvmt Flow                | 89                                                                                | 11   | 2    | 120                                                                               | 4                                                                                 | 2    |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 100    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | 4.12   |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | 2.218  |
| Pot Cap-1 Maneuver   | -      | -      | 1493   |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 1493   |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach          | EB | WB   | NB  |
|-------------------|----|------|-----|
| HCM Ctrl Dly, s/v | 0  | 0.13 | 9.4 |
| HCM LOS           |    |      | A   |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 824   | -   | -   | 32    | -   |
| HCM Lane V/C Ratio    | 0.008 | -   | -   | 0.001 | -   |
| HCM Ctrl Dly (s/v)    | 9.4   | -   | -   | 7.4   | 0   |
| HCM Lane LOS          | A     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 0     | -   |



| Intersection             |                                                                                   |      |                                                                                   |      |      |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.7                                                                               |      |                                                                                   |      |      |                                                                                   |
| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL  | SBT                                                                               |
| Lane Configurations      |  |      |  |      |      |  |
| Traffic Vol, veh/h       | 14                                                                                | 1    | 101                                                                               | 13   | 2    | 95                                                                                |
| Future Vol, veh/h        | 14                                                                                | 1    | 101                                                                               | 13   | 2    | 95                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop | Free                                                                              | Free | Free | Free                                                                              |
| RT Channelized           | -                                                                                 | None | -                                                                                 | None | -    | None                                                                              |
| Storage Length           | 0                                                                                 | -    | -                                                                                 | -    | -    | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | 0                                                                                 | -    | -    | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -    | 0                                                                                 | -    | -    | 0                                                                                 |
| Peak Hour Factor         | 92                                                                                | 92   | 92                                                                                | 92   | 92   | 92                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2                                                                                 | 2    | 2    | 2                                                                                 |
| Mvmt Flow                | 15                                                                                | 1    | 110                                                                               | 14   | 2    | 103                                                                               |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 224    | 117    | 0      |
| Stage 1              | 117    | -      | -      |
| Stage 2              | 108    | -      | -      |
| Critical Hdwy        | 6.42   | 6.22   | -      |
| Critical Hdwy Stg 1  | 5.42   | -      | -      |
| Critical Hdwy Stg 2  | 5.42   | -      | -      |
| Follow-up Hdwy       | 3.518  | 3.318  | -      |
| Pot Cap-1 Maneuver   | 764    | 935    | -      |
| Stage 1              | 908    | -      | -      |
| Stage 2              | 917    | -      | -      |
| Platoon blocked, %   |        | -      | -      |
| Mov Cap-1 Maneuver   | 763    | 935    | -      |
| Mov Cap-2 Maneuver   | 763    | -      | -      |
| Stage 1              | 908    | -      | -      |
| Stage 2              | 915    | -      | -      |

| Approach          | WB   | NB | SB   |
|-------------------|------|----|------|
| HCM Ctrl Dly, s/v | 9.76 | 0  | 0.15 |
| HCM LOS           | A    |    |      |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT   |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h)      | -   | -        | 772   | 37    |
| HCM Lane V/C Ratio    | -   | -        | 0.021 | 0.001 |
| HCM Ctrl Dly (s/v)    | -   | -        | 9.8   | 7.5   |
| HCM Lane LOS          | -   | -        | A     | A     |
| HCM 95th %tile Q(veh) | -   | -        | 0.1   | 0     |

| Intersection             |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0                                                                                 |                                                                                   |                                                                                   |      |                                                                                   |      |
| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
| Lane Configurations      |  |  |  |      |  |      |
| Traffic Vol, veh/h       | 6                                                                                 | 605                                                                               | 779                                                                               | 2    | 0                                                                                 | 1    |
| Future Vol, veh/h        | 6                                                                                 | 605                                                                               | 779                                                                               | 2    | 0                                                                                 | 1    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0    |
| Sign Control             | Free                                                                              | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None | -                                                                                 | None |
| Storage Length           | 50                                                                                | -                                                                                 | -                                                                                 | -    | 0                                                                                 | -    |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Grade, %                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92                                                                                | 92                                                                                | 92   | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 7                                                                                 | 658                                                                               | 847                                                                               | 2    | 0                                                                                 | 1    |

| Major/Minor          | Major1 | Major2 | Minor2        |
|----------------------|--------|--------|---------------|
| Conflicting Flow All | 849    | 0      | 0 1190 424    |
| Stage 1              | -      | -      | - - 848 -     |
| Stage 2              | -      | -      | - - 342 -     |
| Critical Hdwy        | 4.14   | -      | - - 6.84 6.94 |
| Critical Hdwy Stg 1  | -      | -      | - - 5.84 -    |
| Critical Hdwy Stg 2  | -      | -      | - - 5.84 -    |
| Follow-up Hdwy       | 2.22   | -      | - - 3.52 3.32 |
| Pot Cap-1 Maneuver   | 785    | -      | - - 180 578   |
| Stage 1              | -      | -      | - - 380 -     |
| Stage 2              | -      | -      | - - 691 -     |
| Platoon blocked, %   | -      | -      | -             |
| Mov Cap-1 Maneuver   | 785    | -      | - - 179 578   |
| Mov Cap-2 Maneuver   | -      | -      | - - 294 -     |
| Stage 1              | -      | -      | - - 377 -     |
| Stage 2              | -      | -      | - - 691 -     |

| Approach          | EB   | WB | SB    |
|-------------------|------|----|-------|
| HCM Ctrl Dly, s/v | 0.09 | 0  | 11.24 |
| HCM LOS           |      |    | B     |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 785   | -   | -   | -   | 578   |
| HCM Lane V/C Ratio    | 0.008 | -   | -   | -   | 0.002 |
| HCM Ctrl Dly (s/v)    | 9.6   | -   | -   | -   | 11.2  |
| HCM Lane LOS          | A     | -   | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   | 0     |

# HCM 7th Signalized Intersection Summary

13: N Main St & Grand Blvd

04/17/2026

|                                                                    |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                                           | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations                                                |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)                                             | 218                                                                               | 110                                                                               | 108                                                                               | 198                                                                               | 105                                                                               | 202                                                                               | 179                                                                                | 680                                                                                 | 71                                                                                  | 145                                                                                 | 822                                                                                 | 258                                                                                 |
| Future Volume (veh/h)                                              | 218                                                                               | 110                                                                               | 108                                                                               | 198                                                                               | 105                                                                               | 202                                                                               | 179                                                                                | 680                                                                                 | 71                                                                                  | 145                                                                                 | 822                                                                                 | 258                                                                                 |
| Initial Q (Qb), veh                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.                                                    | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)                                                | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                                              | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                 |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln                                             | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                               | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h                                               | 237                                                                               | 120                                                                               | 117                                                                               | 215                                                                               | 114                                                                               | 220                                                                               | 195                                                                                | 739                                                                                 | 77                                                                                  | 158                                                                                 | 893                                                                                 | 280                                                                                 |
| 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, %                                               | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                                                         | 288                                                                               | 551                                                                               | 361                                                                               | 270                                                                               | 532                                                                               | 369                                                                               | 250                                                                                | 1778                                                                                | 793                                                                                 | 148                                                                                 | 1970                                                                                | 615                                                                                 |
| Arrive On Green                                                    | 0.08                                                                              | 0.16                                                                              | 0.16                                                                              | 0.08                                                                              | 0.15                                                                              | 0.15                                                                              | 0.07                                                                               | 0.50                                                                                | 0.50                                                                                | 0.08                                                                                | 0.51                                                                                | 0.51                                                                                |
| Sat Flow, veh/h                                                    | 3456                                                                              | 3554                                                                              | 1585                                                                              | 3456                                                                              | 3554                                                                              | 1585                                                                              | 3456                                                                               | 3554                                                                                | 1585                                                                                | 1781                                                                                | 3854                                                                                | 1204                                                                                |
| Grp Volume(v), veh/h                                               | 237                                                                               | 120                                                                               | 117                                                                               | 215                                                                               | 114                                                                               | 220                                                                               | 195                                                                                | 739                                                                                 | 77                                                                                  | 158                                                                                 | 788                                                                                 | 385                                                                                 |
| Grp Sat Flow(s),veh/h/ln                                           | 1728                                                                              | 1777                                                                              | 1585                                                                              | 1728                                                                              | 1777                                                                              | 1585                                                                              | 1728                                                                               | 1777                                                                                | 1585                                                                                | 1781                                                                                | 1702                                                                                | 1654                                                                                |
| Q Serve(g_s), s                                                    | 8.1                                                                               | 3.5                                                                               | 7.4                                                                               | 7.3                                                                               | 3.4                                                                               | 14.8                                                                              | 6.7                                                                                | 15.7                                                                                | 3.1                                                                                 | 10.0                                                                                | 17.7                                                                                | 17.8                                                                                |
| Cycle Q Clear(g_c), s                                              | 8.1                                                                               | 3.5                                                                               | 7.4                                                                               | 7.3                                                                               | 3.4                                                                               | 14.8                                                                              | 6.7                                                                                | 15.7                                                                                | 3.1                                                                                 | 10.0                                                                                | 17.7                                                                                | 17.8                                                                                |
| Prop In Lane                                                       | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.73                                                                                |
| Lane Grp Cap(c), veh/h                                             | 288                                                                               | 551                                                                               | 361                                                                               | 270                                                                               | 532                                                                               | 369                                                                               | 250                                                                                | 1778                                                                                | 793                                                                                 | 148                                                                                 | 1740                                                                                | 845                                                                                 |
| V/C Ratio(X)                                                       | 0.82                                                                              | 0.22                                                                              | 0.32                                                                              | 0.80                                                                              | 0.21                                                                              | 0.60                                                                              | 0.78                                                                               | 0.42                                                                                | 0.10                                                                                | 1.06                                                                                | 0.45                                                                                | 0.46                                                                                |
| Avail Cap(c_a), veh/h                                              | 288                                                                               | 1125                                                                              | 617                                                                               | 288                                                                               | 859                                                                               | 515                                                                               | 288                                                                                | 1778                                                                                | 793                                                                                 | 148                                                                                 | 1740                                                                                | 845                                                                                 |
| HCM Platoon Ratio                                                  | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)                                                 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.89                                                                              | 0.89                                                                              | 0.89                                                                              | 0.96                                                                               | 0.96                                                                                | 0.96                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh                                           | 54.1                                                                              | 44.3                                                                              | 38.7                                                                              | 54.4                                                                              | 44.8                                                                              | 41.0                                                                              | 54.7                                                                               | 18.9                                                                                | 15.7                                                                                | 55.0                                                                                | 18.7                                                                                | 18.7                                                                                |
| Incr Delay (d2), s/veh                                             | 16.3                                                                              | 0.2                                                                               | 0.5                                                                               | 11.1                                                                              | 0.2                                                                               | 1.4                                                                               | 9.1                                                                                | 0.7                                                                                 | 0.2                                                                                 | 92.1                                                                                | 0.9                                                                                 | 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(95%),veh/ln                                           | 7.5                                                                               | 2.9                                                                               | 5.3                                                                               | 6.5                                                                               | 2.7                                                                               | 9.7                                                                               | 5.8                                                                                | 10.7                                                                                | 2.1                                                                                 | 13.3                                                                                | 11.4                                                                                | 11.5                                                                                |
| Unsig. Movement Delay, s/veh                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                                              | 70.4                                                                              | 44.5                                                                              | 39.2                                                                              | 65.5                                                                              | 45.0                                                                              | 42.4                                                                              | 63.8                                                                               | 19.6                                                                                | 16.0                                                                                | 147.1                                                                               | 19.5                                                                                | 20.4                                                                                |
| LnGrp LOS                                                          | E                                                                                 | D                                                                                 | D                                                                                 | E                                                                                 | D                                                                                 | D                                                                                 | E                                                                                  | B                                                                                   | B                                                                                   | F                                                                                   | B                                                                                   | C                                                                                   |
| Approach Vol, veh/h                                                | 474                                                                               |                                                                                   |                                                                                   | 549                                                                               |                                                                                   |                                                                                   | 1011                                                                               |                                                                                     |                                                                                     | 1331                                                                                |                                                                                     |                                                                                     |
| Approach Delay, s/veh                                              | 56.1                                                                              |                                                                                   |                                                                                   | 52.0                                                                              |                                                                                   |                                                                                   | 27.8                                                                               |                                                                                     |                                                                                     | 34.9                                                                                |                                                                                     |                                                                                     |
| Approach LOS                                                       | E                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | C                                                                                  |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs                                               | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                                           | 15.0                                                                              | 66.0                                                                              | 14.4                                                                              | 24.6                                                                              | 13.7                                                                              | 67.3                                                                              | 15.0                                                                               | 24.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                                            | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                                | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s                                        | 10.0                                                                              | 40.0                                                                              | 10.0                                                                              | 38.0                                                                              | 10.0                                                                              | 40.0                                                                              | 10.0                                                                               | 29.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s                                       | 12.0                                                                              | 17.7                                                                              | 9.3                                                                               | 9.4                                                                               | 8.7                                                                               | 19.8                                                                              | 10.1                                                                               | 16.8                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                                            | 0.0                                                                               | 7.7                                                                               | 0.0                                                                               | 1.1                                                                               | 0.1                                                                               | 10.9                                                                              | 0.0                                                                                | 1.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh                                       | 38.6                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                                                        | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved pedestrian interval to be less than phase max green. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved changes to right turn type.                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

9.1 Ex Sat Existing - Sat MD 12:00 pm 04/17/2026  
GTC

Synchro 12 Report  
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# HCM 7th Signalized Intersection Summary

## 14: N Main St & SR 91 WB Ramps

04/17/2026



| Movement                                                             | EBL | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|----------------------------------------------------------------------|-----|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations                                                  |     |      |      | ↰    | ↰    | ↰    | ↰    | ↰    |      |      | ↰    | ↰    |
| Traffic Volume (veh/h)                                               | 0   | 0    | 0    | 296  | 100  | 393  | 174  | 550  | 0    | 0    | 700  | 422  |
| Future Volume (veh/h)                                                | 0   | 0    | 0    | 296  | 100  | 393  | 174  | 550  | 0    | 0    | 700  | 422  |
| Initial Q (Qb), veh                                                  |     |      |      | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.                                                      |     |      |      | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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                                               |     |      |      | 1870 | 1870 | 1870 | 1870 | 1870 | 0    | 0    | 1870 | 1870 |
| Adj Flow Rate, veh/h                                                 |     |      |      | 216  | 258  | 427  | 189  | 598  | 0    | 0    | 761  | 459  |
| Peak Hour Factor                                                     |     |      |      | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %                                                 |     |      |      | 2    | 2    | 2    | 2    | 2    | 0    | 0    | 2    | 2    |
| Cap, veh/h                                                           |     |      |      | 300  | 315  | 533  | 269  | 3612 | 0    | 0    | 2770 | 910  |
| Arrive On Green                                                      |     |      |      | 0.17 | 0.17 | 0.17 | 0.16 | 1.00 | 0.00 | 0.00 | 0.57 | 0.57 |
| Sat Flow, veh/h                                                      |     |      |      | 1781 | 1870 | 3170 | 3456 | 5274 | 0    | 0    | 5087 | 1585 |
| Grp Volume(v), veh/h                                                 |     |      |      | 216  | 258  | 427  | 189  | 598  | 0    | 0    | 761  | 459  |
| Grp Sat Flow(s),veh/h/ln                                             |     |      |      | 1781 | 1870 | 1585 | 1728 | 1702 | 0    | 0    | 1609 | 1585 |
| Q Serve(g_s), s                                                      |     |      |      | 10.3 | 12.0 | 11.7 | 4.7  | 0.0  | 0.0  | 0.0  | 7.2  | 15.6 |
| Cycle Q Clear(g_c), s                                                |     |      |      | 10.3 | 12.0 | 11.7 | 4.7  | 0.0  | 0.0  | 0.0  | 7.2  | 15.6 |
| Prop In Lane                                                         |     |      |      | 1.00 |      | 1.00 | 1.00 |      | 0.00 | 0.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h                                               |     |      |      | 300  | 315  | 533  | 269  | 3612 | 0    | 0    | 2770 | 910  |
| V/C Ratio(X)                                                         |     |      |      | 0.72 | 0.82 | 0.80 | 0.70 | 0.17 | 0.00 | 0.00 | 0.27 | 0.50 |
| Avail Cap(c_a), veh/h                                                |     |      |      | 360  | 378  | 641  | 1075 | 3612 | 0    | 0    | 2770 | 910  |
| HCM Platoon Ratio                                                    |     |      |      | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)                                                   |     |      |      | 1.00 | 1.00 | 1.00 | 0.98 | 0.98 | 0.00 | 0.00 | 0.89 | 0.89 |
| Uniform Delay (d), s/veh                                             |     |      |      | 35.4 | 36.1 | 36.0 | 37.0 | 0.0  | 0.0  | 0.0  | 9.7  | 11.5 |
| Incr Delay (d2), s/veh                                               |     |      |      | 4.0  | 9.7  | 5.0  | 1.2  | 0.1  | 0.0  | 0.0  | 0.2  | 1.8  |
| Initial Q Delay(d3), s/veh                                           |     |      |      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln                                             |     |      |      | 8.3  | 10.3 | 8.4  | 3.4  | 0.1  | 0.0  | 0.0  | 4.3  | 9.1  |
| Unsig. Movement Delay, s/veh                                         |     |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh                                                |     |      |      | 39.4 | 45.8 | 41.0 | 38.3 | 0.1  | 0.0  | 0.0  | 9.9  | 13.3 |
| LnGrp LOS                                                            |     |      |      | D    | D    | D    | D    | A    |      |      | A    | B    |
| Approach Vol, veh/h                                                  |     |      |      |      | 901  |      |      | 787  |      |      | 1220 |      |
| Approach Delay, s/veh                                                |     |      |      |      | 42.0 |      |      | 9.3  |      |      | 11.2 |      |
| Approach LOS                                                         |     |      |      |      | D    |      |      | A    |      |      | B    |      |
| Timer - Assigned Phs                                                 |     | 2    |      |      | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s                                             |     | 69.1 |      |      | 12.0 | 57.1 |      | 20.9 |      |      |      |      |
| Change Period (Y+Rc), s                                              |     | 5.4  |      |      | 5.0  | 5.4  |      | 5.8  |      |      |      |      |
| Max Green Setting (Gmax), s                                          |     | 60.6 |      |      | 28.0 | 26.6 |      | 18.2 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s                                         |     | 2.0  |      |      | 6.7  | 17.6 |      | 14.0 |      |      |      |      |
| Green Ext Time (p_c), s                                              |     | 3.1  |      |      | 0.3  | 4.1  |      | 1.2  |      |      |      |      |
| Intersection Summary                                                 |     |      |      |      |      |      |      |      |      |      |      |      |
| HCM 7th Control Delay, s/veh                                         |     |      | 20.2 |      |      |      |      |      |      |      |      |      |
| HCM 7th LOS                                                          |     |      | C    |      |      |      |      |      |      |      |      |      |
| Notes                                                                |     |      |      |      |      |      |      |      |      |      |      |      |
| User approved volume balancing among the lanes for turning movement. |     |      |      |      |      |      |      |      |      |      |      |      |

HCM 7th Signalized Intersection Summary  
15: S Main St/N Main St & SR 91 EB Ramps

04/17/2026



| Movement                      | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL  | WBT | WBR | NBL  | NBT                                                                                                                                                                                                                                                         | NBR                                                                                 | SBL                                                                                                                                                                     | SBT                                                                                                                                                                                                                                                         | SBR  |
|-------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----|-----|------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|
| Lane Configurations           |  |  |  |      |     |     |      |    |  |   |    |      |
| Traffic Volume (veh/h)        | 250                                                                               | 7                                                                                 | 211                                                                               | 0    | 0   | 0   | 0    | 465                                                                                                                                                                                                                                                         | 477                                                                                 | 397                                                                                                                                                                     | 613                                                                                                                                                                                                                                                         | 0    |
| Future Volume (veh/h)         | 250                                                                               | 7                                                                                 | 211                                                                               | 0    | 0   | 0   | 0    | 465                                                                                                                                                                                                                                                         | 477                                                                                 | 397                                                                                                                                                                     | 613                                                                                                                                                                                                                                                         | 0    |
| Initial Q (Qb), veh           | 0                                                                                 | 0                                                                                 | 0                                                                                 |      |     |     | 0    | 0                                                                                                                                                                                                                                                           | 0                                                                                   | 0                                                                                                                                                                       | 0                                                                                                                                                                                                                                                           | 0    |
| Lane Width Adj.               | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |      |     |     | 1.00 | 1.00                                                                                                                                                                                                                                                        | 1.00                                                                                | 1.00                                                                                                                                                                    | 1.00                                                                                                                                                                                                                                                        | 1.00 |
| 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        | 1870                                                                              | 1870                                                                              | 1870                                                                              |      |     |     | 0    | 1870                                                                                                                                                                                                                                                        | 1870                                                                                | 1870                                                                                                                                                                    | 1870                                                                                                                                                                                                                                                        | 0    |
| Adj Flow Rate, veh/h          | 278                                                                               | 0                                                                                 | 229                                                                               |      |     |     | 0    | 505                                                                                                                                                                                                                                                         | 518                                                                                 | 432                                                                                                                                                                     | 666                                                                                                                                                                                                                                                         | 0    |
| Peak Hour Factor              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |      |     |     | 0.92 | 0.92                                                                                                                                                                                                                                                        | 0.92                                                                                | 0.92                                                                                                                                                                    | 0.92                                                                                                                                                                                                                                                        | 0.92 |
| Percent Heavy Veh, %          | 2                                                                                 | 2                                                                                 | 2                                                                                 |      |     |     | 0    | 2                                                                                                                                                                                                                                                           | 2                                                                                   | 2                                                                                                                                                                       | 2                                                                                                                                                                                                                                                           | 0    |
| Cap, veh/h                    | 379                                                                               | 0                                                                                 | 338                                                                               |      |     |     | 0    | 4278                                                                                                                                                                                                                                                        | 895                                                                                 | 514                                                                                                                                                                     | 3927                                                                                                                                                                                                                                                        | 0    |
| Arrive On Green               | 0.11                                                                              | 0.00                                                                              | 0.11                                                                              |      |     |     | 0.00 | 0.56                                                                                                                                                                                                                                                        | 0.56                                                                                | 0.20                                                                                                                                                                    | 1.00                                                                                                                                                                                                                                                        | 0.00 |
| Sat Flow, veh/h               | 3563                                                                              | 0                                                                                 | 3170                                                                              |      |     |     | 0    | 7930                                                                                                                                                                                                                                                        | 1585                                                                                | 3456                                                                                                                                                                    | 5274                                                                                                                                                                                                                                                        | 0    |
| Grp Volume(v), veh/h          | 278                                                                               | 0                                                                                 | 229                                                                               |      |     |     | 0    | 505                                                                                                                                                                                                                                                         | 518                                                                                 | 432                                                                                                                                                                     | 666                                                                                                                                                                                                                                                         | 0    |
| Grp Sat Flow(s),veh/h/ln      | 1781                                                                              | 0                                                                                 | 1585                                                                              |      |     |     | 0    | 1515                                                                                                                                                                                                                                                        | 1585                                                                                | 1728                                                                                                                                                                    | 1702                                                                                                                                                                                                                                                        | 0    |
| Q Serve(g_s), s               | 6.8                                                                               | 0.0                                                                               | 6.3                                                                               |      |     |     | 0.0  | 2.8                                                                                                                                                                                                                                                         | 19.0                                                                                | 10.8                                                                                                                                                                    | 0.0                                                                                                                                                                                                                                                         | 0.0  |
| Cycle Q Clear(g_c), s         | 6.8                                                                               | 0.0                                                                               | 6.3                                                                               |      |     |     | 0.0  | 2.8                                                                                                                                                                                                                                                         | 19.0                                                                                | 10.8                                                                                                                                                                    | 0.0                                                                                                                                                                                                                                                         | 0.0  |
| Prop In Lane                  | 1.00                                                                              |                                                                                   | 1.00                                                                              |      |     |     | 0.00 |                                                                                                                                                                                                                                                             | 1.00                                                                                | 1.00                                                                                                                                                                    |                                                                                                                                                                                                                                                             | 0.00 |
| Lane Grp Cap(c), veh/h        | 379                                                                               | 0                                                                                 | 338                                                                               |      |     |     | 0    | 4278                                                                                                                                                                                                                                                        | 895                                                                                 | 514                                                                                                                                                                     | 3927                                                                                                                                                                                                                                                        | 0    |
| V/C Ratio(X)                  | 0.73                                                                              | 0.00                                                                              | 0.68                                                                              |      |     |     | 0.00 | 0.12                                                                                                                                                                                                                                                        | 0.58                                                                                | 0.84                                                                                                                                                                    | 0.17                                                                                                                                                                                                                                                        | 0.00 |
| Avail Cap(c_a), veh/h         | 681                                                                               | 0                                                                                 | 606                                                                               |      |     |     | 0    | 4278                                                                                                                                                                                                                                                        | 895                                                                                 | 768                                                                                                                                                                     | 3927                                                                                                                                                                                                                                                        | 0    |
| HCM Platoon Ratio             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |      |     |     | 1.00 | 1.00                                                                                                                                                                                                                                                        | 1.00                                                                                | 1.33                                                                                                                                                                    | 1.33                                                                                                                                                                                                                                                        | 1.00 |
| Upstream Filter(I)            | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              |      |     |     | 0.00 | 0.97                                                                                                                                                                                                                                                        | 0.97                                                                                | 0.91                                                                                                                                                                    | 0.91                                                                                                                                                                                                                                                        | 0.00 |
| Uniform Delay (d), s/veh      | 39.0                                                                              | 0.0                                                                               | 38.7                                                                              |      |     |     | 0.0  | 9.1                                                                                                                                                                                                                                                         | 12.7                                                                                | 35.1                                                                                                                                                                    | 0.0                                                                                                                                                                                                                                                         | 0.0  |
| Incr Delay (d2), s/veh        | 1.0                                                                               | 0.0                                                                               | 0.9                                                                               |      |     |     | 0.0  | 0.1                                                                                                                                                                                                                                                         | 2.6                                                                                 | 3.1                                                                                                                                                                     | 0.1                                                                                                                                                                                                                                                         | 0.0  |
| Initial Q Delay(d3), s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |      |     |     | 0.0  | 0.0                                                                                                                                                                                                                                                         | 0.0                                                                                 | 0.0                                                                                                                                                                     | 0.0                                                                                                                                                                                                                                                         | 0.0  |
| %ile BackOfQ(95%),veh/ln      | 5.4                                                                               | 0.0                                                                               | 4.4                                                                               |      |     |     | 0.0  | 1.6                                                                                                                                                                                                                                                         | 11.0                                                                                | 7.8                                                                                                                                                                     | 0.1                                                                                                                                                                                                                                                         | 0.0  |
| Unsig. Movement Delay, s/veh  |                                                                                   |                                                                                   |                                                                                   |      |     |     |      |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |      |
| LnGrp Delay(d), s/veh         | 40.0                                                                              | 0.0                                                                               | 39.6                                                                              |      |     |     | 0.0  | 9.2                                                                                                                                                                                                                                                         | 15.3                                                                                | 38.2                                                                                                                                                                    | 0.1                                                                                                                                                                                                                                                         | 0.0  |
| LnGrp LOS                     | D                                                                                 |                                                                                   | D                                                                                 |      |     |     |      | A                                                                                                                                                                                                                                                           | B                                                                                   | D                                                                                                                                                                       | A                                                                                                                                                                                                                                                           |      |
| Approach Vol, veh/h           | 507                                                                               |                                                                                   |                                                                                   |      |     |     | 1023 |                                                                                                                                                                                                                                                             |                                                                                     | 1098                                                                                                                                                                    |                                                                                                                                                                                                                                                             |      |
| Approach Delay, s/veh         | 39.8                                                                              |                                                                                   |                                                                                   |      |     |     | 12.3 |                                                                                                                                                                                                                                                             |                                                                                     | 15.1                                                                                                                                                                    |                                                                                                                                                                                                                                                             |      |
| Approach LOS                  | D                                                                                 |                                                                                   |                                                                                   |      |     |     | B    |                                                                                                                                                                                                                                                             |                                                                                     | B                                                                                                                                                                       |                                                                                                                                                                                                                                                             |      |
| Timer - Assigned Phs          | 1                                                                                 | 2                                                                                 | 4                                                                                 | 6    |     |     |      |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |      |
| Phs Duration (G+Y+Rc), s      | 18.4                                                                              | 56.2                                                                              | 15.4                                                                              | 74.6 |     |     |      |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |      |
| Change Period (Y+Rc), s       | 5.0                                                                               | 5.4                                                                               | 5.8                                                                               | 5.4  |     |     |      |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |      |
| Max Green Setting (Gmax), s   | 20.0                                                                              | 36.6                                                                              | 17.2                                                                              | 61.6 |     |     |      |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |      |
| Max Q Clear Time (g_c+1/2), s | 11.8                                                                              | 21.0                                                                              | 8.8                                                                               | 2.0  |     |     |      |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |      |
| Green Ext Time (p_c), s       | 0.6                                                                               | 3.1                                                                               | 0.8                                                                               | 3.5  |     |     |      |                                                                                                                                                                                                                                                             |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |      |

Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 18.8 |
| HCM 7th LOS                  | B    |

Notes

User approved volume balancing among the lanes for turning movement.

# HCM 7th Signalized Intersection Summary

16: S Main St & 3rd Street

04/17/2026



| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↰↱   | ↱    |      | ↰    | ↱    |      | ↰↱↱↱ |      |      | ↰↱↱↱ |      | ↱    |
| Traffic Volume (veh/h)       | 122  | 38   | 17   | 21   | 34   | 132  | 16   | 710  | 24   | 63   | 652  | 80   |
| Future Volume (veh/h)        | 122  | 38   | 17   | 21   | 34   | 132  | 16   | 710  | 24   | 63   | 652  | 80   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 133  | 41   | 18   | 23   | 37   | 143  | 17   | 772  | 26   | 68   | 709  | 87   |
| Peak Hour Factor             | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 190  | 203  | 89   | 40   | 45   | 172  | 32   | 3049 | 102  | 87   | 3228 | 1089 |
| Arrive On Green              | 0.05 | 0.17 | 0.17 | 0.02 | 0.13 | 0.13 | 0.02 | 0.60 | 0.60 | 0.05 | 0.63 | 0.63 |
| Sat Flow, veh/h              | 3456 | 1232 | 541  | 1781 | 336  | 1300 | 1781 | 5073 | 170  | 1781 | 5106 | 1585 |
| Grp Volume(v), veh/h         | 133  | 0    | 59   | 23   | 0    | 180  | 17   | 517  | 281  | 68   | 709  | 87   |
| Grp Sat Flow(s),veh/h/ln     | 1728 | 0    | 1773 | 1781 | 0    | 1636 | 1781 | 1702 | 1840 | 1781 | 1702 | 1585 |
| Q Serve(g_s), s              | 4.5  | 0.0  | 3.4  | 1.5  | 0.0  | 12.9 | 1.1  | 8.6  | 8.6  | 4.5  | 7.1  | 2.2  |
| Cycle Q Clear(g_c), s        | 4.5  | 0.0  | 3.4  | 1.5  | 0.0  | 12.9 | 1.1  | 8.6  | 8.6  | 4.5  | 7.1  | 2.2  |
| Prop In Lane                 | 1.00 |      | 0.31 | 1.00 |      | 0.79 | 1.00 |      | 0.09 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 190  | 0    | 293  | 40   | 0    | 217  | 32   | 2046 | 1106 | 87   | 3228 | 1089 |
| V/C Ratio(X)                 | 0.70 | 0.00 | 0.20 | 0.58 | 0.00 | 0.83 | 0.53 | 0.25 | 0.25 | 0.78 | 0.22 | 0.08 |
| Avail Cap(c_a), veh/h        | 302  | 0    | 443  | 156  | 0    | 532  | 223  | 2046 | 1106 | 223  | 3228 | 1089 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 0.99 | 0.00 | 0.99 | 0.89 | 0.89 | 0.89 | 0.98 | 0.98 | 0.98 |
| Uniform Delay (d), s/veh     | 55.7 | 0.0  | 43.3 | 58.1 | 0.0  | 50.7 | 58.4 | 11.3 | 11.3 | 56.4 | 9.4  | 6.2  |
| Incr Delay (d2), s/veh       | 4.7  | 0.0  | 0.3  | 4.8  | 0.0  | 7.9  | 4.4  | 0.3  | 0.5  | 5.4  | 0.2  | 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(95%),veh/ln     | 8.8  | 0.0  | 2.8  | 1.3  | 0.0  | 9.6  | 1.0  | 5.9  | 6.5  | 3.9  | 4.7  | 1.3  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 60.4 | 0.0  | 43.6 | 62.9 | 0.0  | 58.6 | 62.8 | 11.5 | 11.8 | 61.8 | 9.6  | 6.4  |
| LnGrp LOS                    | E    |      | D    | E    |      | E    | E    | B    | B    | E    | A    | A    |
| Approach Vol, veh/h          | 192  |      |      |      | 203  |      | 815  |      |      |      | 864  |      |
| Approach Delay, s/veh        | 55.2 |      |      |      | 59.1 |      | 12.7 |      |      |      | 13.4 |      |
| Approach LOS                 | E    |      |      |      | E    |      | B    |      |      |      | B    |      |
| Timer - Assigned Phs         | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 10.9 | 77.1 | 7.2  | 24.8 | 7.2  | 80.9 | 11.1 | 20.9 |      |      |      |      |
| Change Period (Y+Rc), s      | 5.0  | 5.0  | 4.5  | 5.0  | 5.0  | 5.0  | 4.5  | 5.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 15.0 | 36.0 | 10.5 | 30.0 | 15.0 | 36.0 | 10.5 | 39.0 |      |      |      |      |
| Max Q Clear Time (g_c+I), s  | 10.5 | 10.6 | 3.5  | 5.4  | 3.1  | 9.1  | 6.5  | 14.9 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 7.8  | 0.0  | 0.2  | 0.0  | 7.9  | 0.1  | 1.1  |      |      |      |      |

## Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 21.4 |
| HCM 7th LOS                  | C    |

## Notes

User approved pedestrian interval to be less than phase max green.

# HCM 7th Signalized Intersection Summary

17: S Main St & 6th St

04/17/2026

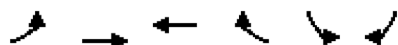


| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 136                                                                               | 348                                                                               | 46                                                                                | 44                                                                                | 349                                                                               | 96                                                                                | 78                                                                                | 467                                                                               | 40                                                                                | 89                                                                                  | 455                                                                                 | 126                                                                                 |
| Future Volume (veh/h)        | 136                                                                               | 348                                                                               | 46                                                                                | 44                                                                                | 349                                                                               | 96                                                                                | 78                                                                                | 467                                                                               | 40                                                                                | 89                                                                                  | 455                                                                                 | 126                                                                                 |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 148                                                                               | 378                                                                               | 50                                                                                | 48                                                                                | 379                                                                               | 104                                                                               | 85                                                                                | 508                                                                               | 43                                                                                | 97                                                                                  | 495                                                                                 | 137                                                                                 |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 179                                                                               | 553                                                                               | 469                                                                               | 66                                                                                | 434                                                                               | 367                                                                               | 108                                                                               | 1342                                                                              | 598                                                                               | 125                                                                                 | 1374                                                                                | 613                                                                                 |
| Arrive On Green              | 0.10                                                                              | 0.30                                                                              | 0.30                                                                              | 0.05                                                                              | 0.31                                                                              | 0.31                                                                              | 0.06                                                                              | 0.38                                                                              | 0.38                                                                              | 0.07                                                                                | 0.39                                                                                | 0.39                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                                | 3554                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h         | 148                                                                               | 378                                                                               | 50                                                                                | 48                                                                                | 379                                                                               | 104                                                                               | 85                                                                                | 508                                                                               | 43                                                                                | 97                                                                                  | 495                                                                                 | 137                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                                | 1777                                                                                | 1585                                                                                |
| Q Serve(g_s), s              | 8.1                                                                               | 17.8                                                                              | 2.3                                                                               | 2.7                                                                               | 19.2                                                                              | 5.0                                                                               | 4.7                                                                               | 10.4                                                                              | 1.7                                                                               | 5.4                                                                                 | 9.9                                                                                 | 5.8                                                                                 |
| Cycle Q Clear(g_c), s        | 8.1                                                                               | 17.8                                                                              | 2.3                                                                               | 2.7                                                                               | 19.2                                                                              | 5.0                                                                               | 4.7                                                                               | 10.4                                                                              | 1.7                                                                               | 5.4                                                                                 | 9.9                                                                                 | 5.8                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 179                                                                               | 553                                                                               | 469                                                                               | 66                                                                                | 434                                                                               | 367                                                                               | 108                                                                               | 1342                                                                              | 598                                                                               | 125                                                                                 | 1374                                                                                | 613                                                                                 |
| V/C Ratio(X)                 | 0.83                                                                              | 0.68                                                                              | 0.11                                                                              | 0.73                                                                              | 0.87                                                                              | 0.28                                                                              | 0.78                                                                              | 0.38                                                                              | 0.07                                                                              | 0.78                                                                                | 0.36                                                                                | 0.22                                                                                |
| Avail Cap(c_a), veh/h        | 267                                                                               | 636                                                                               | 539                                                                               | 160                                                                               | 524                                                                               | 444                                                                               | 160                                                                               | 1342                                                                              | 598                                                                               | 125                                                                                 | 1374                                                                                | 613                                                                                 |
| 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                                                                              | 0.88                                                                              | 0.88                                                                              | 0.88                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                |
| Uniform Delay (d), s/veh     | 44.1                                                                              | 31.1                                                                              | 25.6                                                                              | 47.1                                                                              | 33.2                                                                              | 28.3                                                                              | 46.3                                                                              | 22.6                                                                              | 19.9                                                                              | 45.7                                                                                | 21.9                                                                                | 20.6                                                                                |
| Incr Delay (d2), s/veh       | 7.8                                                                               | 3.0                                                                               | 0.1                                                                               | 5.1                                                                               | 12.8                                                                              | 0.5                                                                               | 7.6                                                                               | 0.8                                                                               | 0.2                                                                               | 23.9                                                                                | 0.7                                                                                 | 0.8                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 7.1                                                                               | 13.1                                                                              | 1.6                                                                               | 2.3                                                                               | 14.3                                                                              | 3.4                                                                               | 4.1                                                                               | 7.9                                                                               | 1.2                                                                               | 5.7                                                                                 | 7.6                                                                                 | 4.1                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 51.9                                                                              | 34.1                                                                              | 25.8                                                                              | 52.1                                                                              | 46.0                                                                              | 28.8                                                                              | 53.9                                                                              | 23.4                                                                              | 20.1                                                                              | 69.6                                                                                | 22.6                                                                                | 21.4                                                                                |
| LnGrp LOS                    | D                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | D                                                                                 | C                                                                                 | D                                                                                 | C                                                                                 | C                                                                                 | E                                                                                   | C                                                                                   | C                                                                                   |
| Approach Vol, veh/h          | 576                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 531                                                                               |                                                                                   | 636                                                                               |                                                                                   | 729                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 38.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 43.2                                                                              |                                                                                   | 27.3                                                                              |                                                                                   | 28.6                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | D                                                                                 |                                                                                   | C                                                                                 |                                                                                   | C                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                 | 8                                                                                 |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 2.0                                                                               | 43.8                                                                              | 8.7                                                                               | 35.6                                                                              | 11.1                                                                              | 44.7                                                                              | 15.1                                                                              | 29.2                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 28.0                                                                              | 28.0                                                                              | 9.0                                                                               | 34.0                                                                              | 9.0                                                                               | 26.0                                                                              | 15.0                                                                              | 28.0                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 12.4                                                                              | 12.4                                                                              | 4.7                                                                               | 19.8                                                                              | 6.7                                                                               | 11.9                                                                              | 10.1                                                                              | 21.2                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 4.2                                                                               | 0.0                                                                               | 2.9                                                                               | 0.0                                                                               | 4.4                                                                               | 0.1                                                                               | 2.0                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh |                                                                                   |                                                                                   | 33.6                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |

# HCM 7th Signalized Intersection Summary

18: Grand Blvd & Joy St

04/17/2026



| Movement                                                                                           | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
|----------------------------------------------------------------------------------------------------|------|------|------|------|------|------|
| Lane Configurations                                                                                |      |      |      |      |      |      |
| Traffic Volume (veh/h)                                                                             | 14   | 318  | 490  | 159  | 160  | 18   |
| Future Volume (veh/h)                                                                              | 14   | 318  | 490  | 159  | 160  | 18   |
| Initial Q (Qb), veh                                                                                | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.                                                                                    | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)                                                                                | 1.00 |      |      | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj                                                                                   | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach                                                                              |      | No   | No   |      | No   |      |
| Adj Sat Flow, veh/h/ln                                                                             | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h                                                                               | 15   | 346  | 533  | 173  | 174  | 20   |
| Peak Hour Factor                                                                                   | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %                                                                               | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                                                                                         | 34   | 1841 | 928  | 300  | 245  | 218  |
| Arrive On Green                                                                                    | 0.02 | 0.52 | 0.35 | 0.35 | 0.14 | 0.14 |
| Sat Flow, veh/h                                                                                    | 1781 | 3647 | 2734 | 853  | 1781 | 1585 |
| Grp Volume(v), veh/h                                                                               | 15   | 346  | 358  | 348  | 174  | 20   |
| Grp Sat Flow(s), veh/h/ln                                                                          | 1781 | 1777 | 1777 | 1717 | 1781 | 1585 |
| Q Serve(g_s), s                                                                                    | 0.3  | 2.1  | 6.7  | 6.7  | 3.8  | 0.4  |
| Cycle Q Clear(g_c), s                                                                              | 0.3  | 2.1  | 6.7  | 6.7  | 3.8  | 0.4  |
| Prop In Lane                                                                                       | 1.00 |      |      | 0.50 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h                                                                             | 34   | 1841 | 624  | 603  | 245  | 218  |
| V/C Ratio(X)                                                                                       | 0.44 | 0.19 | 0.57 | 0.58 | 0.71 | 0.09 |
| Avail Cap(c_a), veh/h                                                                              | 876  | 2185 | 1093 | 1056 | 1095 | 975  |
| HCM Platoon Ratio                                                                                  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)                                                                                 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh                                                                           | 19.7 | 5.2  | 10.7 | 10.7 | 16.8 | 15.3 |
| Incr Delay (d2), s/veh                                                                             | 8.6  | 0.1  | 1.2  | 1.2  | 3.8  | 0.2  |
| Initial Q Delay(d3), s/veh                                                                         | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln                                                                           | 0.4  | 0.9  | 3.9  | 3.9  | 2.8  | 0.8  |
| Unsig. Movement Delay, s/veh                                                                       |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh                                                                              | 28.4 | 5.3  | 11.9 | 12.0 | 20.5 | 15.5 |
| LnGrp LOS                                                                                          | C    | A    | B    | B    | C    | B    |
| Approach Vol, veh/h                                                                                |      | 361  | 706  |      | 194  |      |
| Approach Delay, s/veh                                                                              |      | 6.3  | 11.9 |      | 20.0 |      |
| Approach LOS                                                                                       |      | A    | B    |      | C    |      |
| Timer - Assigned Phs                                                                               |      | 2    |      | 4    | 5    | 6    |
| Phs Duration (G+Y+Rc), s                                                                           |      | 28.1 |      | 12.6 | 7.8  | 20.3 |
| Change Period (Y+Rc), s                                                                            |      | * 7  |      | 7.0  | 7.0  | 6.0  |
| Max Green Setting (Gmax), s                                                                        |      | * 25 |      | 25.0 | 20.0 | 25.0 |
| Max Q Clear Time (g_c+l1), s                                                                       |      | 4.1  |      | 5.8  | 2.3  | 8.7  |
| Green Ext Time (p_c), s                                                                            |      | 3.0  |      | 0.5  | 0.0  | 5.6  |
| <b>Intersection Summary</b>                                                                        |      |      |      |      |      |      |
| HCM 7th Control Delay, s/veh                                                                       |      |      | 11.6 |      |      |      |
| HCM 7th LOS                                                                                        |      |      | B    |      |      |      |
| <b>Notes</b>                                                                                       |      |      |      |      |      |      |
| * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier. |      |      |      |      |      |      |

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# HCM 7th Signalized Intersection Summary

19: E Grand Blvd & Fullerton Ave

04/17/2026



| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          |      |      |      |      |      |      |      |      |      |      |      |      |
| Traffic Volume (veh/h)       | 12   | 34   | 2    | 31   | 35   | 152  | 2    | 199  | 42   | 133  | 239  | 16   |
| Future Volume (veh/h)        | 12   | 34   | 2    | 31   | 35   | 152  | 2    | 199  | 42   | 133  | 239  | 16   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 13   | 37   | 2    | 34   | 0    | 190  | 2    | 216  | 46   | 145  | 260  | 17   |
| 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, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 376  | 217  | 12   | 372  | 0    | 392  | 6    | 929  | 194  | 203  | 1453 | 94   |
| Arrive On Green              | 0.12 | 0.12 | 0.12 | 0.12 | 0.00 | 0.12 | 0.00 | 0.32 | 0.32 | 0.11 | 0.43 | 0.43 |
| Sat Flow, veh/h              | 1193 | 1758 | 95   | 1368 | 0    | 3170 | 1781 | 2926 | 611  | 1781 | 3387 | 220  |
| Grp Volume(v), veh/h         | 13   | 0    | 39   | 34   | 0    | 190  | 2    | 130  | 132  | 145  | 136  | 141  |
| Grp Sat Flow(s), veh/h/ln    | 1193 | 0    | 1853 | 1368 | 0    | 1585 | 1781 | 1777 | 1760 | 1781 | 1777 | 1831 |
| Q Serve(g_s), s              | 0.3  | 0.0  | 0.6  | 0.7  | 0.0  | 1.8  | 0.0  | 1.7  | 1.7  | 2.5  | 1.5  | 1.5  |
| Cycle Q Clear(g_c), s        | 0.3  | 0.0  | 0.6  | 1.3  | 0.0  | 1.8  | 0.0  | 1.7  | 1.7  | 2.5  | 1.5  | 1.5  |
| Prop In Lane                 | 1.00 |      | 0.05 | 1.00 |      | 1.00 | 1.00 |      | 0.35 | 1.00 |      | 0.12 |
| Lane Grp Cap(c), veh/h       | 376  | 0    | 229  | 372  | 0    | 392  | 6    | 564  | 559  | 203  | 762  | 785  |
| V/C Ratio(X)                 | 0.03 | 0.00 | 0.17 | 0.09 | 0.00 | 0.48 | 0.35 | 0.23 | 0.24 | 0.71 | 0.18 | 0.18 |
| Avail Cap(c_a), veh/h        | 1176 | 0    | 1471 | 1289 | 0    | 2517 | 1414 | 2257 | 2236 | 849  | 2257 | 2326 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 12.2 | 0.0  | 12.4 | 12.9 | 0.0  | 12.9 | 15.7 | 7.9  | 7.9  | 13.5 | 5.6  | 5.6  |
| Incr Delay (d2), s/veh       | 0.0  | 0.0  | 0.3  | 0.1  | 0.0  | 0.9  | 46.2 | 0.4  | 0.5  | 1.7  | 0.2  | 0.2  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 0.1  | 0.0  | 0.4  | 0.3  | 0.0  | 1.0  | 0.2  | 0.9  | 0.9  | 1.6  | 0.6  | 0.7  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 12.3 | 0.0  | 12.7 | 13.0 | 0.0  | 13.8 | 61.9 | 8.3  | 8.4  | 15.2 | 5.8  | 5.8  |
| LnGrp LOS                    | B    |      | B    | B    |      | B    | E    | A    | A    | B    | A    | A    |
| Approach Vol, veh/h          | 52   |      |      | 224  |      |      | 264  |      |      | 422  |      |      |
| Approach Delay, s/veh        | 12.6 |      |      | 13.7 |      |      | 8.8  |      |      | 9.0  |      |      |
| Approach LOS                 | B    |      |      | B    |      |      | A    |      |      | A    |      |      |
| Timer - Assigned Phs         | 1    | 2    |      | 4    | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 4.1  | 18.5 |      | 8.9  | 7.6  | 15.0 |      | 8.9  |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0  | 5.0  |      | 5.0  | 4.0  | 5.0  |      | 5.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 25.0 | 40.0 |      | 25.0 | 15.0 | 40.0 |      | 25.0 |      |      |      |      |
| Max Q Clear Time (g_c+I), s  | 12.0 | 3.5  |      | 3.8  | 4.5  | 3.7  |      | 2.6  |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 3.4  |      | 0.8  | 0.1  | 3.2  |      | 0.2  |      |      |      |      |

## Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 10.2 |
| HCM 7th LOS                  | B    |

## Notes

User approved volume balancing among the lanes for turning movement.

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# HCM 7th Signalized Intersection Summary

20: Rimpau Ave & Magnolia Ave

04/17/2026



| Movement                      | EBL     | EBT  | EBR  | WBL     | WBT  | WBR  | NBL     | NBT     | NBR     | SBL     | SBT     | SBR  |
|-------------------------------|---------|------|------|---------|------|------|---------|---------|---------|---------|---------|------|
| Lane Configurations           | ↰ ↱ ↲ ↳ |      |      | ↰ ↱ ↲ ↳ |      |      | ↰ ↱ ↲ ↳ | ↰ ↱ ↲ ↳ | ↰ ↱ ↲ ↳ | ↰ ↱ ↲ ↳ | ↰ ↱ ↲ ↳ |      |
| Traffic Volume (veh/h)        | 52      | 582  | 80   | 343     | 765  | 112  | 127     | 237     | 382     | 188     | 271     | 28   |
| Future Volume (veh/h)         | 52      | 582  | 80   | 343     | 765  | 112  | 127     | 237     | 382     | 188     | 271     | 28   |
| Initial Q (Qb), veh           | 0       | 0    | 0    | 0       | 0    | 0    | 0       | 0       | 0       | 0       | 0       | 0    |
| Lane Width Adj.               | 1.00    | 1.00 | 1.00 | 1.00    | 1.00 | 1.00 | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00 |
| Ped-Bike Adj(A_pbT)           | 1.00    |      | 1.00 | 1.00    |      | 1.00 | 1.00    |         | 1.00    | 1.00    |         | 1.00 |
| Parking Bus, Adj              | 1.00    | 1.00 | 1.00 | 1.00    | 1.00 | 1.00 | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00 |
| Work Zone On Approach         | No      |      |      | No      |      |      | No      |         |         | No      |         |      |
| Adj Sat Flow, veh/h/ln        | 1870    | 1870 | 1870 | 1870    | 1870 | 1870 | 1870    | 1870    | 1870    | 1870    | 1870    | 1870 |
| Adj Flow Rate, veh/h          | 57      | 633  | 87   | 373     | 832  | 122  | 138     | 258     | 415     | 204     | 295     | 30   |
| 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, %          | 2       | 2    | 2    | 2       | 2    | 2    | 2       | 2       | 2       | 2       | 2       | 2    |
| Cap, veh/h                    | 481     | 952  | 129  | 952     | 967  | 141  | 169     | 361     | 306     | 235     | 384     | 39   |
| Arrive On Green               | 0.09    | 0.07 | 0.07 | 0.28    | 0.21 | 0.21 | 0.10    | 0.19    | 0.19    | 0.13    | 0.23    | 0.23 |
| Sat Flow, veh/h               | 1781    | 4546 | 618  | 3456    | 4500 | 656  | 1781    | 1870    | 1585    | 1781    | 1670    | 170  |
| Grp Volume(v), veh/h          | 57      | 472  | 248  | 373     | 628  | 326  | 138     | 258     | 415     | 204     | 0       | 325  |
| Grp Sat Flow(s),veh/h/ln      | 1781    | 1702 | 1759 | 1728    | 1702 | 1752 | 1781    | 1870    | 1585    | 1781    | 0       | 1840 |
| Q Serve(g_s), s               | 2.9     | 13.5 | 13.8 | 8.8     | 17.8 | 17.9 | 7.6     | 12.9    | 10.6    | 11.2    | 0.0     | 16.5 |
| Cycle Q Clear(g_c), s         | 2.9     | 13.5 | 13.8 | 8.8     | 17.8 | 17.9 | 7.6     | 12.9    | 10.6    | 11.2    | 0.0     | 16.5 |
| Prop In Lane                  | 1.00    |      | 0.35 | 1.00    |      | 0.37 | 1.00    |         | 1.00    | 1.00    |         | 0.09 |
| Lane Grp Cap(c), veh/h        | 481     | 713  | 369  | 952     | 732  | 377  | 169     | 361     | 306     | 235     | 0       | 423  |
| V/C Ratio(X)                  | 0.12    | 0.66 | 0.67 | 0.39    | 0.86 | 0.87 | 0.82    | 0.72    | 1.36    | 0.87    | 0.00    | 0.77 |
| Avail Cap(c_a), veh/h         | 481     | 885  | 457  | 952     | 749  | 385  | 267     | 617     | 523     | 249     | 0       | 589  |
| HCM Platoon Ratio             | 0.33    | 0.33 | 0.33 | 1.00    | 1.00 | 1.00 | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00 |
| Upstream Filter(I)            | 0.96    | 0.96 | 0.96 | 1.00    | 1.00 | 1.00 | 1.00    | 1.00    | 1.00    | 0.95    | 0.00    | 0.95 |
| Uniform Delay (d), s/veh      | 34.6    | 43.1 | 43.2 | 29.4    | 37.8 | 37.9 | 44.4    | 37.8    | 12.1    | 42.5    | 0.0     | 36.0 |
| Incr Delay (d2), s/veh        | 0.0     | 4.6  | 9.1  | 0.3     | 12.5 | 22.4 | 8.1     | 3.8     | 175.6   | 23.5    | 0.0     | 4.9  |
| 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(95%),veh/ln      | 2.3     | 10.8 | 11.8 | 6.6     | 13.4 | 15.1 | 6.7     | 10.3    | 29.2    | 10.5    | 0.0     | 12.4 |
| Unsig. Movement Delay, s/veh  |         |      |      |         |      |      |         |         |         |         |         |      |
| LnGrp Delay(d), s/veh         | 34.6    | 47.7 | 52.3 | 29.7    | 50.3 | 60.2 | 52.4    | 41.5    | 187.7   | 66.1    | 0.0     | 40.9 |
| LnGrp LOS                     | C       | D    | D    | C       | D    | E    | D       | D       | F       | E       |         | D    |
| Approach Vol, veh/h           | 777     |      |      |         |      | 1327 |         | 811     |         | 529     |         |      |
| Approach Delay, s/veh         | 48.2    |      |      |         |      | 46.9 |         | 118.2   |         | 50.6    |         |      |
| Approach LOS                  | D       |      |      |         |      | D    |         | F       |         | D       |         |      |
| Timer - Assigned Phs          | 1       | 2    | 3    | 4       | 5    | 6    | 7       | 8       |         |         |         |      |
| Phs Duration (G+Y+Rc), s      | 18.2    | 24.3 | 31.6 | 26.0    | 14.5 | 28.0 | 31.0    | 26.5    |         |         |         |      |
| Change Period (Y+Rc), s       | 5.0     | 5.0  | 4.0  | 5.0     | 5.0  | 5.0  | 4.0     | 5.0     |         |         |         |      |
| Max Green Setting (Gmax), s   | 14.0    | 33.0 | 8.0  | 26.0    | 15.0 | 32.0 | 12.0    | 22.0    |         |         |         |      |
| Max Q Clear Time (g_c+1/3), s | 14.9    | 14.9 | 10.8 | 15.8    | 9.6  | 18.5 | 4.9     | 19.9    |         |         |         |      |
| Green Ext Time (p_c), s       | 0.0     | 4.4  | 0.0  | 5.2     | 0.1  | 2.2  | 0.0     | 1.6     |         |         |         |      |
| Intersection Summary          |         |      |      |         |      |      |         |         |         |         |         |      |
| HCM 7th Control Delay, s/veh  |         |      | 64.6 |         |      |      |         |         |         |         |         |      |
| HCM 7th LOS                   |         |      | E    |         |      |      |         |         |         |         |         |      |

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# HCM 7th Signalized Intersection Summary

21: Magnolia Ave & Fullerton Ave

04/17/2026



| Movement                     | EBL               | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|-------------------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          | <div>↰ ↑↑ ↱</div> |      |      |      |      |      |      |      |      |      |      |      |
| Traffic Volume (veh/h)       | 37                | 512  | 33   | 143  | 611  | 105  | 18   | 128  | 110  | 88   | 161  | 25   |
| Future Volume (veh/h)        | 37                | 512  | 33   | 143  | 611  | 105  | 18   | 128  | 110  | 88   | 161  | 25   |
| Initial Q (Qb), veh          | 0                 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              | 1.00              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00              |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No                |      |      | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870              | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 40                | 557  | 36   | 155  | 664  | 114  | 20   | 139  | 120  | 96   | 175  | 27   |
| Peak Hour Factor             | 0.92              | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 2                 | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 671               | 964  | 62   | 773  | 903  | 403  | 38   | 218  | 175  | 121  | 504  | 77   |
| Arrive On Green              | 0.38              | 0.20 | 0.20 | 0.87 | 0.51 | 0.51 | 0.02 | 0.12 | 0.12 | 0.07 | 0.16 | 0.16 |
| Sat Flow, veh/h              | 1781              | 4903 | 315  | 1781 | 3554 | 1585 | 1781 | 1876 | 1501 | 1781 | 3093 | 469  |
| Grp Volume(v), veh/h         | 40                | 385  | 208  | 155  | 664  | 114  | 20   | 131  | 128  | 96   | 99   | 103  |
| Grp Sat Flow(s),veh/h/ln     | 1781              | 1702 | 1814 | 1781 | 1777 | 1585 | 1781 | 1777 | 1600 | 1781 | 1777 | 1786 |
| Q Serve(g_s), s              | 1.4               | 10.3 | 10.4 | 1.4  | 14.7 | 3.2  | 1.1  | 7.0  | 7.7  | 5.3  | 5.0  | 5.1  |
| Cycle Q Clear(g_c), s        | 1.4               | 10.3 | 10.4 | 1.4  | 14.7 | 3.2  | 1.1  | 7.0  | 7.7  | 5.3  | 5.0  | 5.1  |
| Prop In Lane                 | 1.00              |      | 0.17 | 1.00 |      | 1.00 | 1.00 |      | 0.94 | 1.00 |      | 0.26 |
| Lane Grp Cap(c), veh/h       | 671               | 670  | 357  | 773  | 903  | 403  | 38   | 207  | 186  | 121  | 290  | 291  |
| V/C Ratio(X)                 | 0.06              | 0.58 | 0.58 | 0.20 | 0.74 | 0.28 | 0.53 | 0.63 | 0.69 | 0.79 | 0.34 | 0.35 |
| Avail Cap(c_a), veh/h        | 671               | 1277 | 680  | 773  | 1333 | 594  | 143  | 515  | 464  | 125  | 498  | 500  |
| HCM Platoon Ratio            | 1.00              | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 0.98              | 0.98 | 0.98 | 0.82 | 0.82 | 0.82 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 19.9              | 36.4 | 36.4 | 3.8  | 21.9 | 11.8 | 48.4 | 42.1 | 42.4 | 45.9 | 37.1 | 37.2 |
| Incr Delay (d2), s/veh       | 0.0               | 3.5  | 6.6  | 0.1  | 4.4  | 1.4  | 10.9 | 4.5  | 6.3  | 27.9 | 1.0  | 1.0  |
| Initial Q Delay(d3), s/veh   | 0.0               | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 1.1               | 8.0  | 8.9  | 0.9  | 8.3  | 2.8  | 1.1  | 6.0  | 6.0  | 5.9  | 4.0  | 4.1  |
| Unsig. Movement Delay, s/veh |                   |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 19.9              | 39.9 | 43.1 | 3.9  | 26.3 | 13.3 | 59.3 | 46.7 | 48.7 | 73.8 | 38.1 | 38.2 |
| LnGrp LOS                    | B                 | D    | D    | A    | C    | B    | E    | D    | D    | E    | D    | D    |
| Approach Vol, veh/h          | 633               |      |      | 933  |      |      | 279  |      |      | 298  |      |      |
| Approach Delay, s/veh        | 39.7              |      |      | 21.0 |      |      | 48.5 |      |      | 49.6 |      |      |
| Approach LOS                 | D                 |      |      | C    |      |      | D    |      |      | D    |      |      |
| Timer - Assigned Phs         | 1                 | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 10.8              | 16.6 | 47.4 | 25.2 | 6.1  | 21.3 | 41.6 | 30.9 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0               | 5.0  | 4.0  | 5.5  | 4.0  | 5.0  | 4.0  | 5.5  |      |      |      |      |
| Max Green Setting (Gmax), s  | 7.5               | 29.0 | 8.0  | 37.5 | 8.0  | 28.0 | 8.0  | 37.5 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 17.3              | 9.7  | 3.4  | 12.4 | 3.1  | 7.1  | 3.4  | 16.7 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0               | 2.0  | 0.2  | 7.3  | 0.0  | 1.5  | 0.0  | 8.7  |      |      |      |      |
| Intersection Summary         |                   |      |      |      |      |      |      |      |      |      |      |      |
| HCM 7th Control Delay, s/veh | 34.1              |      |      |      |      |      |      |      |      |      |      |      |
| HCM 7th LOS                  | C                 |      |      |      |      |      |      |      |      |      |      |      |

# HCM 7th Signalized Intersection Summary

22: Kellog Ave & Magnolia Ave

04/17/2026



| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR  | NBL                                                                               | NBT                                                                               | NBR  | SBL                                                                                 | SBT                                                                                 | SBR  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|
| Lane Configurations          |  |  |  |  |  |      |  |  |      |  |  |      |
| Traffic Volume (veh/h)       | 30                                                                                | 439                                                                               | 33                                                                                | 58                                                                                | 517                                                                               | 49   | 8                                                                                 | 79                                                                                | 47   | 41                                                                                  | 84                                                                                  | 29   |
| Future Volume (veh/h)        | 30                                                                                | 439                                                                               | 33                                                                                | 58                                                                                | 517                                                                               | 49   | 8                                                                                 | 79                                                                                | 47   | 41                                                                                  | 84                                                                                  | 29   |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                   | 0                                                                                   | 0    |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                                | 1.00                                                                                | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00 | 1.00                                                                              |                                                                                   | 1.00 | 1.00                                                                                |                                                                                     | 1.00 |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                                | 1.00                                                                                | 1.00 |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |      | No                                                                                |                                                                                   |      | No                                                                                  |                                                                                     |      |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870 | 1870                                                                              | 1870                                                                              | 1870 | 1870                                                                                | 1870                                                                                | 1870 |
| Adj Flow Rate, veh/h         | 33                                                                                | 477                                                                               | 36                                                                                | 63                                                                                | 562                                                                               | 53   | 9                                                                                 | 86                                                                                | 51   | 45                                                                                  | 91                                                                                  | 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                   | 2                                                                                   | 2    |
| Cap, veh/h                   | 53                                                                                | 2254                                                                              | 1005                                                                              | 80                                                                                | 2132                                                                              | 201  | 20                                                                                | 115                                                                               | 68   | 64                                                                                  | 171                                                                                 | 60   |
| Arrive On Green              | 0.03                                                                              | 0.63                                                                              | 0.63                                                                              | 0.09                                                                              | 1.00                                                                              | 1.00 | 0.01                                                                              | 0.10                                                                              | 0.10 | 0.04                                                                                | 0.13                                                                                | 0.13 |
| Sat Flow, veh/h              | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                              | 3283                                                                              | 309  | 1781                                                                              | 1100                                                                              | 653  | 1781                                                                                | 1322                                                                                | 465  |
| Grp Volume(v), veh/h         | 33                                                                                | 477                                                                               | 36                                                                                | 63                                                                                | 304                                                                               | 311  | 9                                                                                 | 0                                                                                 | 137  | 45                                                                                  | 0                                                                                   | 123  |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1815 | 1781                                                                              | 0                                                                                 | 1753 | 1781                                                                                | 0                                                                                   | 1787 |
| Q Serve(g_s), s              | 1.8                                                                               | 5.7                                                                               | 0.8                                                                               | 3.5                                                                               | 0.0                                                                               | 0.0  | 0.5                                                                               | 0.0                                                                               | 7.6  | 2.5                                                                                 | 0.0                                                                                 | 6.4  |
| Cycle Q Clear(g_c), s        | 1.8                                                                               | 5.7                                                                               | 0.8                                                                               | 3.5                                                                               | 0.0                                                                               | 0.0  | 0.5                                                                               | 0.0                                                                               | 7.6  | 2.5                                                                                 | 0.0                                                                                 | 6.4  |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.17 | 1.00                                                                              |                                                                                   | 0.37 | 1.00                                                                                |                                                                                     | 0.26 |
| Lane Grp Cap(c), veh/h       | 53                                                                                | 2254                                                                              | 1005                                                                              | 80                                                                                | 1154                                                                              | 1179 | 20                                                                                | 0                                                                                 | 184  | 64                                                                                  | 0                                                                                   | 231  |
| V/C Ratio(X)                 | 0.62                                                                              | 0.21                                                                              | 0.04                                                                              | 0.78                                                                              | 0.26                                                                              | 0.26 | 0.46                                                                              | 0.00                                                                              | 0.75 | 0.71                                                                                | 0.00                                                                                | 0.53 |
| Avail Cap(c_a), veh/h        | 107                                                                               | 2254                                                                              | 1005                                                                              | 107                                                                               | 1154                                                                              | 1179 | 107                                                                               | 0                                                                                 | 719  | 107                                                                                 | 0                                                                                   | 733  |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 2.00                                                                              | 2.00                                                                              | 2.00 | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                                | 1.00                                                                                | 1.00 |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95 | 1.00                                                                              | 0.00                                                                              | 1.00 | 1.00                                                                                | 0.00                                                                                | 1.00 |
| Uniform Delay (d), s/veh     | 47.9                                                                              | 7.7                                                                               | 6.8                                                                               | 45.0                                                                              | 0.0                                                                               | 0.0  | 49.1                                                                              | 0.0                                                                               | 43.5 | 47.7                                                                                | 0.0                                                                                 | 40.7 |
| Incr Delay (d2), s/veh       | 11.0                                                                              | 0.2                                                                               | 0.1                                                                               | 22.3                                                                              | 0.5                                                                               | 0.5  | 15.6                                                                              | 0.0                                                                               | 8.2  | 13.5                                                                                | 0.0                                                                                 | 2.7  |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0  | 0.0                                                                               | 0.0                                                                               | 0.0  | 0.0                                                                                 | 0.0                                                                                 | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 1.8                                                                               | 3.7                                                                               | 0.5                                                                               | 3.5                                                                               | 0.3                                                                               | 0.3  | 0.6                                                                               | 0.0                                                                               | 6.6  | 2.4                                                                                 | 0.0                                                                                 | 5.4  |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                     |                                                                                     |      |
| LnGrp Delay(d), s/veh        | 59.0                                                                              | 7.9                                                                               | 6.9                                                                               | 67.3                                                                              | 0.5                                                                               | 0.5  | 64.8                                                                              | 0.0                                                                               | 51.7 | 61.2                                                                                | 0.0                                                                                 | 43.4 |
| LnGrp LOS                    | E                                                                                 | A                                                                                 | A                                                                                 | E                                                                                 | A                                                                                 | A    | E                                                                                 |                                                                                   | D    | E                                                                                   |                                                                                     | D    |
| Approach Vol, veh/h          | 546                                                                               |                                                                                   |                                                                                   | 678                                                                               |                                                                                   |      | 146                                                                               |                                                                                   |      | 168                                                                                 |                                                                                     |      |
| Approach Delay, s/veh        | 11.0                                                                              |                                                                                   |                                                                                   | 6.7                                                                               |                                                                                   |      | 52.5                                                                              |                                                                                   |      | 48.1                                                                                |                                                                                     |      |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |      | D                                                                                 |                                                                                   |      | D                                                                                   |                                                                                     |      |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6    | 7                                                                                 | 8                                                                                 |      |                                                                                     |                                                                                     |      |
| Phs Duration (G+Y+Rc), s     | 8.5                                                                               | 68.4                                                                              | 5.1                                                                               | 17.9                                                                              | 7.0                                                                               | 70.0 | 7.6                                                                               | 15.5                                                                              |      |                                                                                     |                                                                                     |      |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0  | 4.0                                                                               | 5.0                                                                               |      |                                                                                     |                                                                                     |      |
| Max Green Setting (Gmax), s  | 6.0                                                                               | 29.0                                                                              | 6.0                                                                               | 41.0                                                                              | 6.0                                                                               | 29.0 | 6.0                                                                               | 41.0                                                                              |      |                                                                                     |                                                                                     |      |
| Max Q Clear Time (g_c+I), s  | 15.5                                                                              | 7.7                                                                               | 2.5                                                                               | 8.4                                                                               | 3.8                                                                               | 2.0  | 4.5                                                                               | 9.6                                                                               |      |                                                                                     |                                                                                     |      |
| Green Ext Time (p_c), s      | 0.0                                                                               | 5.9                                                                               | 0.0                                                                               | 1.0                                                                               | 0.0                                                                               | 7.7  | 0.0                                                                               | 1.1                                                                               |      |                                                                                     |                                                                                     |      |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                     |                                                                                     |      |
| HCM 7th Control Delay, s/veh | 17.1                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                     |                                                                                     |      |
| HCM 7th LOS                  | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                     |                                                                                     |      |

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# HCM 7th Signalized Intersection Summary

23: Magnolia Ave & Ontario Ave

04/17/2026



| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR  | NBL                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               | SBR                                                                               |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Configurations          |  |  |  |  |  |      |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 238                                                                               | 709                                                                               | 48                                                                                | 109                                                                               | 633                                                                               | 46   | 77                                                                                | 261                                                                               | 83                                                                                | 56                                                                                | 321                                                                               | 198                                                                               |
| Future Volume (veh/h)        | 238                                                                               | 709                                                                               | 48                                                                                | 109                                                                               | 633                                                                               | 46   | 77                                                                                | 261                                                                               | 83                                                                                | 56                                                                                | 321                                                                               | 198                                                                               |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |      | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870 | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              |
| Adj Flow Rate, veh/h         | 259                                                                               | 771                                                                               | 0                                                                                 | 118                                                                               | 688                                                                               | 0    | 84                                                                                | 284                                                                               | 90                                                                                | 61                                                                                | 349                                                                               | 215                                                                               |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Cap, veh/h                   | 385                                                                               | 1683                                                                              |                                                                                   | 207                                                                               | 1421                                                                              |      | 107                                                                               | 828                                                                               | 369                                                                               | 76                                                                                | 766                                                                               | 342                                                                               |
| Arrive On Green              | 0.11                                                                              | 0.33                                                                              | 0.00                                                                              | 0.06                                                                              | 0.28                                                                              | 0.00 | 0.06                                                                              | 0.23                                                                              | 0.23                                                                              | 0.04                                                                              | 0.22                                                                              | 0.22                                                                              |
| Sat Flow, veh/h              | 3456                                                                              | 5106                                                                              | 1585                                                                              | 3456                                                                              | 5274                                                                              | 0    | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                              | 3554                                                                              | 1585                                                                              |
| Grp Volume(v), veh/h         | 259                                                                               | 771                                                                               | 0                                                                                 | 118                                                                               | 688                                                                               | 0    | 84                                                                                | 284                                                                               | 90                                                                                | 61                                                                                | 349                                                                               | 215                                                                               |
| Grp Sat Flow(s),veh/h/ln     | 1728                                                                              | 1702                                                                              | 1585                                                                              | 1728                                                                              | 1702                                                                              | 0    | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1585                                                                              |
| Q Serve(g_s), s              | 4.0                                                                               | 6.6                                                                               | 0.0                                                                               | 1.8                                                                               | 6.2                                                                               | 0.0  | 2.6                                                                               | 3.7                                                                               | 2.6                                                                               | 1.9                                                                               | 4.7                                                                               | 6.8                                                                               |
| Cycle Q Clear(g_c), s        | 4.0                                                                               | 6.6                                                                               | 0.0                                                                               | 1.8                                                                               | 6.2                                                                               | 0.0  | 2.6                                                                               | 3.7                                                                               | 2.6                                                                               | 1.9                                                                               | 4.7                                                                               | 6.8                                                                               |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.00 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |
| Lane Grp Cap(c), veh/h       | 385                                                                               | 1683                                                                              |                                                                                   | 207                                                                               | 1421                                                                              |      | 107                                                                               | 828                                                                               | 369                                                                               | 76                                                                                | 766                                                                               | 342                                                                               |
| V/C Ratio(X)                 | 0.67                                                                              | 0.46                                                                              |                                                                                   | 0.57                                                                              | 0.48                                                                              |      | 0.78                                                                              | 0.34                                                                              | 0.24                                                                              | 0.80                                                                              | 0.46                                                                              | 0.63                                                                              |
| Avail Cap(c_a), veh/h        | 812                                                                               | 3186                                                                              |                                                                                   | 875                                                                               | 3278                                                                              |      | 290                                                                               | 2185                                                                              | 975                                                                               | 290                                                                               | 2185                                                                              | 975                                                                               |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Uniform Delay (d), s/veh     | 23.6                                                                              | 14.6                                                                              | 0.0                                                                               | 25.3                                                                              | 16.6                                                                              | 0.0  | 25.6                                                                              | 17.7                                                                              | 17.2                                                                              | 26.2                                                                              | 18.9                                                                              | 19.7                                                                              |
| Incr Delay (d2), s/veh       | 0.8                                                                               | 0.3                                                                               | 0.0                                                                               | 0.9                                                                               | 0.4                                                                               | 0.0  | 4.6                                                                               | 0.2                                                                               | 0.3                                                                               | 7.0                                                                               | 0.4                                                                               | 1.9                                                                               |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0  | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| %ile BackOfQ(95%),veh/ln     | 2.8                                                                               | 4.1                                                                               | 0.0                                                                               | 1.3                                                                               | 4.0                                                                               | 0.0  | 2.1                                                                               | 2.5                                                                               | 1.6                                                                               | 1.6                                                                               | 3.3                                                                               | 4.4                                                                               |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| LnGrp Delay(d), s/veh        | 24.4                                                                              | 14.9                                                                              | 0.0                                                                               | 26.2                                                                              | 17.0                                                                              | 0.0  | 30.2                                                                              | 17.9                                                                              | 17.6                                                                              | 33.2                                                                              | 19.3                                                                              | 21.6                                                                              |
| LnGrp LOS                    | C                                                                                 | B                                                                                 |                                                                                   | C                                                                                 | B                                                                                 |      | C                                                                                 | B                                                                                 | B                                                                                 | C                                                                                 | B                                                                                 | C                                                                                 |
| Approach Vol, veh/h          | 1030                                                                              |                                                                                   |                                                                                   | 806                                                                               |                                                                                   |      | 458                                                                               |                                                                                   |                                                                                   | 625                                                                               |                                                                                   |                                                                                   |
| Approach Delay, s/veh        | 17.3                                                                              |                                                                                   |                                                                                   | 18.4                                                                              |                                                                                   |      | 20.1                                                                              |                                                                                   |                                                                                   | 21.4                                                                              |                                                                                   |                                                                                   |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |      | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6    | 7                                                                                 | 8                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Phs Duration (G+Y+Rc), s     | 7.3                                                                               | 23.7                                                                              | 7.3                                                                               | 16.9                                                                              | 10.2                                                                              | 20.9 | 6.4                                                                               | 17.9                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.5                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.5  | 4.0                                                                               | 5.0                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Max Green Setting (Gmax), s  | 14.0                                                                              | 34.5                                                                              | 9.0                                                                               | 34.0                                                                              | 13.0                                                                              | 35.5 | 9.0                                                                               | 34.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Max Q Clear Time (g_c+I), s  | 13.8                                                                              | 8.6                                                                               | 4.6                                                                               | 8.8                                                                               | 6.0                                                                               | 8.2  | 3.9                                                                               | 5.7                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Green Ext Time (p_c), s      | 0.1                                                                               | 8.0                                                                               | 0.0                                                                               | 3.1                                                                               | 0.3                                                                               | 7.2  | 0.0                                                                               | 2.2                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

## Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 18.9 |
| HCM 7th LOS                  | B    |

## Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

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## ***Existing with Project Conditions***

# HCM 7th Signalized Intersection Summary

## 1: E Grand Blvd/Grand Blvd & 3rd Street

04/17/2026

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |  |
| Traffic Volume (veh/h)       | 19                                                                                | 21                                                                                | 56                                                                                | 0                                                                                 | 19                                                                                | 21                                                                                | 107                                                                                 | 750                                                                                 | 8                                                                                   | 24                                                                                  | 550                                                                                 | 25                                                                                  |
| Future Volume (veh/h)        | 19                                                                                | 21                                                                                | 56                                                                                | 0                                                                                 | 19                                                                                | 21                                                                                | 107                                                                                 | 750                                                                                 | 8                                                                                   | 24                                                                                  | 550                                                                                 | 25                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 21                                                                                | 23                                                                                | 61                                                                                | 0                                                                                 | 21                                                                                | 23                                                                                | 116                                                                                 | 815                                                                                 | 9                                                                                   | 26                                                                                  | 598                                                                                 | 27                                                                                  |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 327                                                                               | 50                                                                                | 132                                                                               | 209                                                                               | 90                                                                                | 99                                                                                | 173                                                                                 | 1625                                                                                | 18                                                                                  | 57                                                                                  | 1337                                                                                | 60                                                                                  |
| Arrive On Green              | 0.11                                                                              | 0.11                                                                              | 0.11                                                                              | 0.00                                                                              | 0.11                                                                              | 0.11                                                                              | 0.10                                                                                | 0.45                                                                                | 0.45                                                                                | 0.03                                                                                | 0.39                                                                                | 0.39                                                                                |
| Sat Flow, veh/h              | 1362                                                                              | 453                                                                               | 1201                                                                              | 1314                                                                              | 816                                                                               | 894                                                                               | 1781                                                                                | 3600                                                                                | 40                                                                                  | 1781                                                                                | 3463                                                                                | 156                                                                                 |
| Grp Volume(v), veh/h         | 21                                                                                | 0                                                                                 | 84                                                                                | 0                                                                                 | 0                                                                                 | 44                                                                                | 116                                                                                 | 402                                                                                 | 422                                                                                 | 26                                                                                  | 307                                                                                 | 318                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1362                                                                              | 0                                                                                 | 1654                                                                              | 1314                                                                              | 0                                                                                 | 1710                                                                              | 1781                                                                                | 1777                                                                                | 1863                                                                                | 1781                                                                                | 1777                                                                                | 1842                                                                                |
| Q Serve(g_s), s              | 0.5                                                                               | 0.0                                                                               | 1.6                                                                               | 0.0                                                                               | 0.0                                                                               | 0.8                                                                               | 2.2                                                                                 | 5.5                                                                                 | 5.5                                                                                 | 0.5                                                                                 | 4.4                                                                                 | 4.4                                                                                 |
| Cycle Q Clear(g_c), s        | 1.3                                                                               | 0.0                                                                               | 1.6                                                                               | 0.0                                                                               | 0.0                                                                               | 0.8                                                                               | 2.2                                                                                 | 5.5                                                                                 | 5.5                                                                                 | 0.5                                                                                 | 4.4                                                                                 | 4.4                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.73                                                                              | 1.00                                                                              |                                                                                   | 0.52                                                                              | 1.00                                                                                |                                                                                     | 0.02                                                                                | 1.00                                                                                |                                                                                     | 0.08                                                                                |
| Lane Grp Cap(c), veh/h       | 327                                                                               | 0                                                                                 | 182                                                                               | 209                                                                               | 0                                                                                 | 189                                                                               | 173                                                                                 | 802                                                                                 | 841                                                                                 | 57                                                                                  | 686                                                                                 | 711                                                                                 |
| V/C Ratio(X)                 | 0.06                                                                              | 0.00                                                                              | 0.46                                                                              | 0.00                                                                              | 0.00                                                                              | 0.23                                                                              | 0.67                                                                                | 0.50                                                                                | 0.50                                                                                | 0.46                                                                                | 0.45                                                                                | 0.45                                                                                |
| Avail Cap(c_a), veh/h        | 968                                                                               | 0                                                                                 | 960                                                                               | 1170                                                                              | 0                                                                                 | 1439                                                                              | 776                                                                                 | 1702                                                                                | 1785                                                                                | 776                                                                                 | 1548                                                                                | 1604                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 14.6                                                                              | 0.0                                                                               | 14.4                                                                              | 0.0                                                                               | 0.0                                                                               | 14.0                                                                              | 15.0                                                                                | 6.7                                                                                 | 6.7                                                                                 | 16.4                                                                                | 7.8                                                                                 | 7.9                                                                                 |
| Incr Delay (d2), s/veh       | 0.1                                                                               | 0.0                                                                               | 1.8                                                                               | 0.0                                                                               | 0.0                                                                               | 0.6                                                                               | 1.7                                                                                 | 0.7                                                                                 | 0.7                                                                                 | 2.1                                                                                 | 0.7                                                                                 | 0.6                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 0.2                                                                               | 0.0                                                                               | 1.1                                                                               | 0.0                                                                               | 0.0                                                                               | 0.5                                                                               | 1.4                                                                                 | 2.5                                                                                 | 2.6                                                                                 | 0.4                                                                                 | 2.2                                                                                 | 2.3                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 14.7                                                                              | 0.0                                                                               | 16.2                                                                              | 0.0                                                                               | 0.0                                                                               | 14.6                                                                              | 16.7                                                                                | 7.4                                                                                 | 7.4                                                                                 | 18.5                                                                                | 8.5                                                                                 | 8.5                                                                                 |
| LnGrp LOS                    | B                                                                                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 | B                                                                                   | A                                                                                   | A                                                                                   | B                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          | 105                                                                               |                                                                                   |                                                                                   | 44                                                                                |                                                                                   |                                                                                   | 940                                                                                 |                                                                                     |                                                                                     | 651                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 15.9                                                                              |                                                                                   |                                                                                   | 14.6                                                                              |                                                                                   |                                                                                   | 8.5                                                                                 |                                                                                     |                                                                                     | 8.9                                                                                 |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 5.1                                                                               | 20.5                                                                              |                                                                                   | 8.8                                                                               | 7.4                                                                               | 18.3                                                                              |                                                                                     | 8.8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               |                                                                                     | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 15.0                                                                              | 33.0                                                                              |                                                                                   | 20.0                                                                              | 15.0                                                                              | 30.0                                                                              |                                                                                     | 29.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 2.5                                                                               | 7.5                                                                               |                                                                                   | 3.6                                                                               | 4.2                                                                               | 6.4                                                                               |                                                                                     | 2.8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 8.0                                                                               |                                                                                   | 0.4                                                                               | 0.1                                                                               | 5.6                                                                               |                                                                                     | 0.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 9.3                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

| Intersection             |                                                                                   |      |                                                                                   |      |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 2.1                                                                               |      |                                                                                   |      |                                                                                   |                                                                                   |
| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL                                                                               | SBT                                                                               |
| Lane Configurations      |  |      |  |      |  |  |
| Traffic Vol, veh/h       | 3                                                                                 | 132  | 750                                                                               | 12   | 129                                                                               | 500                                                                               |
| Future Vol, veh/h        | 3                                                                                 | 132  | 750                                                                               | 12   | 129                                                                               | 500                                                                               |
| 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                                                                                 | -    | -                                                                                 | -    | 50                                                                                | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | 0                                                                                 | -    | -                                                                                 | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -    | 0                                                                                 | -    | -                                                                                 | 0                                                                                 |
| Peak Hour Factor         | 92                                                                                | 92   | 92                                                                                | 92   | 92                                                                                | 92                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 3                                                                                 | 143  | 815                                                                               | 13   | 140                                                                               | 543                                                                               |

| Major/Minor          | Minor1 | Major1 | Major2 |   |      |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 1374   | 414    | 0      | 0 | 828  |
| Stage 1              | 822    | -      | -      | - | -    |
| Stage 2              | 552    | -      | -      | - | -    |
| Critical Hdwy        | 6.84   | 6.94   | -      | - | 4.14 |
| Critical Hdwy Stg 1  | 5.84   | -      | -      | - | -    |
| Critical Hdwy Stg 2  | 5.84   | -      | -      | - | -    |
| Follow-up Hdwy       | 3.52   | 3.32   | -      | - | 2.22 |
| Pot Cap-1 Maneuver   | 137    | 587    | -      | - | 799  |
| Stage 1              | 392    | -      | -      | - | -    |
| Stage 2              | 540    | -      | -      | - | -    |
| Platoon blocked, %   |        |        | -      | - | -    |
| Mov Cap-1 Maneuver   | 113    | 587    | -      | - | 799  |
| Mov Cap-2 Maneuver   | 242    | -      | -      | - | -    |
| Stage 1              | 392    | -      | -      | - | -    |
| Stage 2              | 446    | -      | -      | - | -    |

| Approach          | WB    | NB | SB   |
|-------------------|-------|----|------|
| HCM Ctrl Dly, s/v | 13.51 | 0  | 2.15 |
| HCM LOS           | B     |    |      |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT   |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h)      | -   | -        | 569   | 799   |
| HCM Lane V/C Ratio    | -   | -        | 0.258 | 0.176 |
| HCM Ctrl Dly (s/v)    | -   | -        | 13.5  | 10.5  |
| HCM Lane LOS          | -   | -        | B     | B     |
| HCM 95th %tile Q(veh) | -   | -        | 1     | 0.6   |



**Intersection**

Int Delay, s/veh 0.6

| Movement                 | EBT                                                                               | EBR  | WBL  | WBT                                                                               | NBL                                                                               | NBR  |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 120                                                                               | 23   | 5    | 136                                                                               | 14                                                                                | 0    |
| Future Vol, veh/h        | 120                                                                               | 23   | 5    | 136                                                                               | 14                                                                                | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Free                                                                              | Free | Free | Free                                                                              | Stop                                                                              | Stop |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | -                                                                                 | -    | -    | -                                                                                 | 0                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92   | 92   | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2    | 2                                                                                 | 2                                                                                 | 2    |
| Mvmt Flow                | 130                                                                               | 25   | 5    | 148                                                                               | 15                                                                                | 0    |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 155    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | 4.12   |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | 2.218  |
| Pot Cap-1 Maneuver   | -      | -      | 1425   |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 1425   |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach          | EB | WB   | NB    |
|-------------------|----|------|-------|
| HCM Ctrl Dly, s/v | 0  | 0.27 | 10.36 |
| HCM LOS           |    |      | B     |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 687   | -   | -   | 64    | -   |
| HCM Lane V/C Ratio    | 0.022 | -   | -   | 0.004 | -   |
| HCM Ctrl Dly (s/v)    | 10.4  | -   | -   | 7.5   | 0   |
| HCM Lane LOS          | B     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | 0     | -   |

| Intersection             |      |                                                                                   |                                                                                   |      |                                                                                   |      |
|--------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.7  |                                                                                   |                                                                                   |      |                                                                                   |      |
| Movement                 | EBL  | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
| Lane Configurations      |      |  |  |      |  |      |
| Traffic Vol, veh/h       | 7    | 115                                                                               | 128                                                                               | 11   | 10                                                                                | 4    |
| Future Vol, veh/h        | 7    | 115                                                                               | 128                                                                               | 11   | 10                                                                                | 4    |
| Conflicting Peds, #/hr   | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0    |
| Sign Control             | Free | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop |
| RT Channelized           | -    | None                                                                              | -                                                                                 | None | -                                                                                 | None |
| Storage Length           | -    | -                                                                                 | -                                                                                 | -    | 0                                                                                 | -    |
| Veh in Median Storage, # | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Grade, %                 | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Peak Hour Factor         | 92   | 92                                                                                | 92                                                                                | 92   | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 8    | 125                                                                               | 139                                                                               | 12   | 11                                                                                | 4    |

| Major/Minor          | Major1 | Major2 | Minor2          |
|----------------------|--------|--------|-----------------|
| Conflicting Flow All | 151    | 0      | 0 285 145       |
| Stage 1              | -      | -      | - - 145 -       |
| Stage 2              | -      | -      | - - 140 -       |
| Critical Hdwy        | 4.12   | -      | - - 6.42 6.22   |
| Critical Hdwy Stg 1  | -      | -      | - - 5.42 -      |
| Critical Hdwy Stg 2  | -      | -      | - - 5.42 -      |
| Follow-up Hdwy       | 2.218  | -      | - - 3.518 3.318 |
| Pot Cap-1 Maneuver   | 1430   | -      | - - 705 902     |
| Stage 1              | -      | -      | - - 882 -       |
| Stage 2              | -      | -      | - - 887 -       |
| Platoon blocked, %   |        | -      | - -             |
| Mov Cap-1 Maneuver   | 1430   | -      | - - 701 902     |
| Mov Cap-2 Maneuver   | -      | -      | - - 701 -       |
| Stage 1              | -      | -      | - - 877 -       |
| Stage 2              | -      | -      | - - 887 -       |

| Approach          | EB   | WB | SB   |
|-------------------|------|----|------|
| HCM Ctrl Dly, s/v | 0.43 | 0  | 9.91 |
| HCM LOS           |      |    | A    |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 103   | -   | -   | -   | 749   |
| HCM Lane V/C Ratio    | 0.005 | -   | -   | -   | 0.02  |
| HCM Ctrl Dly (s/v)    | 7.5   | 0   | -   | -   | 9.9   |
| HCM Lane LOS          | A     | A   | -   | -   | A     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   | 0.1   |

| Intersection             |                                                                                   |      |      |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 5                                                                                 |      |      |                                                                                   |                                                                                   |      |
| Movement                 | EBT                                                                               | EBR  | WBL  | WBT                                                                               | NBL                                                                               | NBR  |
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 2                                                                                 | 135  | 1    | 3                                                                                 | 145                                                                               | 1    |
| Future Vol, veh/h        | 2                                                                                 | 135  | 1    | 3                                                                                 | 145                                                                               | 1    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Free                                                                              | Free | Free | Free                                                                              | Stop                                                                              | Stop |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | -                                                                                 | -    | -    | -                                                                                 | 0                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92   | 92   | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2    | 2                                                                                 | 2                                                                                 | 2    |
| Mvmt Flow                | 2                                                                                 | 147  | 1    | 3                                                                                 | 158                                                                               | 1    |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 149    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | 4.12   |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | 2.218  |
| Pot Cap-1 Maneuver   | -      | -      | 1433   |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 1433   |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach          | EB | WB   | NB   |
|-------------------|----|------|------|
| HCM Ctrl Dly, s/v | 0  | 1.88 | 9.72 |
| HCM LOS           |    |      | A    |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 921   | -   | -   | 450   | -   |
| HCM Lane V/C Ratio    | 0.172 | -   | -   | 0.001 | -   |
| HCM Ctrl Dly (s/v)    | 9.7   | -   | -   | 7.5   | 0   |
| HCM Lane LOS          | A     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 0.6   | -   | -   | 0     | -   |

| Intersection             |                                                                                   |      |                                                                                   |      |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0                                                                                 |      |                                                                                   |      |                                                                                   |                                                                                   |
| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL                                                                               | SBT                                                                               |
| Lane Configurations      |  |      |  |      |  |  |
| Traffic Vol, veh/h       | 0                                                                                 | 0    | 763                                                                               | 40   | 0                                                                                 | 512                                                                               |
| Future Vol, veh/h        | 0                                                                                 | 0    | 763                                                                               | 40   | 0                                                                                 | 512                                                                               |
| 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                                                                                 | -    | -                                                                                 | -    | 50                                                                                | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | 0                                                                                 | -    | -                                                                                 | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -    | 0                                                                                 | -    | -                                                                                 | 0                                                                                 |
| Peak Hour Factor         | 92                                                                                | 92   | 92                                                                                | 92   | 92                                                                                | 92                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 0                                                                                 | 0    | 829                                                                               | 43   | 0                                                                                 | 557                                                                               |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 1129   | 436    | 0      |
| Stage 1              | 851    | -      | -      |
| Stage 2              | 278    | -      | -      |
| Critical Hdwy        | 6.84   | 6.94   | -      |
| Critical Hdwy Stg 1  | 5.84   | -      | -      |
| Critical Hdwy Stg 2  | 5.84   | -      | -      |
| Follow-up Hdwy       | 3.52   | 3.32   | -      |
| Pot Cap-1 Maneuver   | 198    | 568    | -      |
| Stage 1              | 379    | -      | -      |
| Stage 2              | 744    | -      | -      |
| Platoon blocked, %   |        | -      | -      |
| Mov Cap-1 Maneuver   | 198    | 568    | -      |
| Mov Cap-2 Maneuver   | 305    | -      | -      |
| Stage 1              | 379    | -      | -      |
| Stage 2              | 744    | -      | -      |

| Approach          | WB | NB | SB |
|-------------------|----|----|----|
| HCM Ctrl Dly, s/v | 0  | 0  | 0  |
| HCM LOS           | A  |    |    |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-----|-----|
| Capacity (veh/h)      | -   | -        | -   | 769 |
| HCM Lane V/C Ratio    | -   | -        | -   | -   |
| HCM Ctrl Dly (s/v)    | -   | -        | 0   | 0   |
| HCM Lane LOS          | -   | -        | A   | A   |
| HCM 95th %tile Q(veh) | -   | -        | -   | 0   |

# HCM 7th Signalized Intersection Summary

7: E Grand Blvd & 6th St

04/17/2026

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 34                                                                                | 250                                                                               | 46                                                                                | 124                                                                               | 523                                                                               | 324                                                                               | 73                                                                                  | 449                                                                                 | 88                                                                                  | 145                                                                                 | 348                                                                                 | 15                                                                                  |
| Future Volume (veh/h)        | 34                                                                                | 250                                                                               | 46                                                                                | 124                                                                               | 523                                                                               | 324                                                                               | 73                                                                                  | 449                                                                                 | 88                                                                                  | 145                                                                                 | 348                                                                                 | 15                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 37                                                                                | 272                                                                               | 50                                                                                | 135                                                                               | 568                                                                               | 352                                                                               | 79                                                                                  | 488                                                                                 | 96                                                                                  | 158                                                                                 | 378                                                                                 | 16                                                                                  |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 47                                                                                | 832                                                                               | 705                                                                               | 165                                                                               | 956                                                                               | 810                                                                               | 101                                                                                 | 574                                                                                 | 112                                                                                 | 187                                                                                 | 841                                                                                 | 36                                                                                  |
| Arrive On Green              | 0.05                                                                              | 0.89                                                                              | 0.89                                                                              | 0.03                                                                              | 0.17                                                                              | 0.17                                                                              | 0.06                                                                                | 0.19                                                                                | 0.19                                                                                | 0.11                                                                                | 0.24                                                                                | 0.24                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                                | 2963                                                                                | 580                                                                                 | 1781                                                                                | 3474                                                                                | 147                                                                                 |
| Grp Volume(v), veh/h         | 37                                                                                | 272                                                                               | 50                                                                                | 135                                                                               | 568                                                                               | 352                                                                               | 79                                                                                  | 292                                                                                 | 292                                                                                 | 158                                                                                 | 193                                                                                 | 201                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                                | 1777                                                                                | 1766                                                                                | 1781                                                                                | 1777                                                                                | 1844                                                                                |
| Q Serve(g_s), s              | 2.3                                                                               | 2.5                                                                               | 0.4                                                                               | 8.3                                                                               | 30.9                                                                              | 21.9                                                                              | 4.8                                                                                 | 17.4                                                                                | 17.6                                                                                | 9.6                                                                                 | 10.2                                                                                | 10.2                                                                                |
| Cycle Q Clear(g_c), s        | 2.3                                                                               | 2.5                                                                               | 0.4                                                                               | 8.3                                                                               | 30.9                                                                              | 21.9                                                                              | 4.8                                                                                 | 17.4                                                                                | 17.6                                                                                | 9.6                                                                                 | 10.2                                                                                | 10.2                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.33                                                                                | 1.00                                                                                |                                                                                     | 0.08                                                                                |
| Lane Grp Cap(c), veh/h       | 47                                                                                | 832                                                                               | 705                                                                               | 165                                                                               | 956                                                                               | 810                                                                               | 101                                                                                 | 344                                                                                 | 342                                                                                 | 187                                                                                 | 430                                                                                 | 446                                                                                 |
| V/C Ratio(X)                 | 0.79                                                                              | 0.33                                                                              | 0.07                                                                              | 0.82                                                                              | 0.59                                                                              | 0.43                                                                              | 0.78                                                                                | 0.85                                                                                | 0.85                                                                                | 0.84                                                                                | 0.45                                                                                | 0.45                                                                                |
| Avail Cap(c_a), veh/h        | 162                                                                               | 832                                                                               | 705                                                                               | 291                                                                               | 956                                                                               | 810                                                                               | 178                                                                                 | 372                                                                                 | 369                                                                                 | 243                                                                                 | 436                                                                                 | 453                                                                                 |
| HCM Platoon Ratio            | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 0.33                                                                              | 0.33                                                                              | 0.33                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 51.8                                                                              | 3.5                                                                               | 3.4                                                                               | 52.4                                                                              | 35.2                                                                              | 31.4                                                                              | 51.2                                                                                | 42.8                                                                                | 42.9                                                                                | 48.3                                                                                | 35.4                                                                                | 35.5                                                                                |
| Incr Delay (d2), s/veh       | 9.8                                                                               | 1.0                                                                               | 0.2                                                                               | 3.7                                                                               | 2.7                                                                               | 1.7                                                                               | 4.5                                                                                 | 16.4                                                                                | 17.3                                                                                | 15.3                                                                                | 1.6                                                                                 | 1.5                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 2.0                                                                               | 1.8                                                                               | 0.3                                                                               | 7.3                                                                               | 22.8                                                                              | 14.8                                                                              | 4.1                                                                                 | 13.9                                                                                | 14.0                                                                                | 8.7                                                                                 | 8.1                                                                                 | 8.3                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 61.6                                                                              | 4.5                                                                               | 3.6                                                                               | 56.1                                                                              | 37.9                                                                              | 33.1                                                                              | 55.7                                                                                | 59.1                                                                                | 60.1                                                                                | 63.6                                                                                | 37.0                                                                                | 37.0                                                                                |
| LnGrp LOS                    | E                                                                                 | A                                                                                 | A                                                                                 | E                                                                                 | D                                                                                 | C                                                                                 | E                                                                                   | E                                                                                   | E                                                                                   | E                                                                                   | D                                                                                   | D                                                                                   |
| Approach Vol, veh/h          | 359                                                                               |                                                                                   | 1055                                                                              |                                                                                   |                                                                                   |                                                                                   | 663                                                                                 |                                                                                     | 552                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 10.3                                                                              |                                                                                   | 38.6                                                                              |                                                                                   |                                                                                   |                                                                                   | 59.2                                                                                |                                                                                     | 44.6                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                   | E                                                                                   |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 14.2                                                                              | 53.9                                                                              | 10.2                                                                              | 31.6                                                                              | 6.9                                                                               | 61.2                                                                              | 15.6                                                                                | 26.3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 18.0                                                                              | 36.0                                                                              | 11.0                                                                              | 27.0                                                                              | 10.0                                                                              | 44.0                                                                              | 15.0                                                                                | 23.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 10.3                                                                              | 4.5                                                                               | 6.8                                                                               | 12.2                                                                              | 4.3                                                                               | 32.9                                                                              | 11.6                                                                                | 19.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.1                                                                               | 3.7                                                                               | 0.0                                                                               | 3.5                                                                               | 0.0                                                                               | 6.4                                                                               | 0.1                                                                                 | 1.7                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 41.2                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

3. EXP AM Existing plus Project - AM 8:00 am 04/17/2026  
GTC

Synchro 12 Report  
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| Intersection             |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.2                                                                               |                                                                                   |                                                                                   |      |                                                                                   |      |
| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
| Lane Configurations      |  |  |  |      |  |      |
| Traffic Vol, veh/h       | 0                                                                                 | 490                                                                               | 953                                                                               | 1    | 0                                                                                 | 23   |
| Future Vol, veh/h        | 0                                                                                 | 490                                                                               | 953                                                                               | 1    | 0                                                                                 | 23   |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0    |
| Sign Control             | Free                                                                              | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None | -                                                                                 | None |
| Storage Length           | 50                                                                                | -                                                                                 | -                                                                                 | -    | 0                                                                                 | -    |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Grade, %                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92                                                                                | 92                                                                                | 92   | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 0                                                                                 | 533                                                                               | 1036                                                                              | 1    | 0                                                                                 | 25   |

| Major/Minor          | Major1 | Major2 | Minor2      |
|----------------------|--------|--------|-------------|
| Conflicting Flow All | 1037   | 0      | 0 1303 518  |
| Stage 1              | -      | -      | - 1036 -    |
| Stage 2              | -      | -      | - 266 -     |
| Critical Hdwy        | 4.14   | -      | - 6.84 6.94 |
| Critical Hdwy Stg 1  | -      | -      | - 5.84 -    |
| Critical Hdwy Stg 2  | -      | -      | - 5.84 -    |
| Follow-up Hdwy       | 2.22   | -      | - 3.52 3.32 |
| Pot Cap-1 Maneuver   | 666    | -      | - 152 502   |
| Stage 1              | -      | -      | - 303 -     |
| Stage 2              | -      | -      | - 754 -     |
| Platoon blocked, %   | -      | -      | -           |
| Mov Cap-1 Maneuver   | 666    | -      | - 152 502   |
| Mov Cap-2 Maneuver   | -      | -      | - 249 -     |
| Stage 1              | -      | -      | - 303 -     |
| Stage 2              | -      | -      | - 754 -     |

| Approach          | EB | WB | SB    |
|-------------------|----|----|-------|
| HCM Ctrl Dly, s/v | 0  | 0  | 12.55 |
| HCM LOS           |    |    | B     |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-----|-----|-----|-----|-------|
| Capacity (veh/h)      | 666 | -   | -   | -   | 502   |
| HCM Lane V/C Ratio    | -   | -   | -   | -   | 0.05  |
| HCM Ctrl Dly (s/v)    | 0   | -   | -   | -   | 12.5  |
| HCM Lane LOS          | A   | -   | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0   | -   | -   | -   | 0.2   |

# HCM 7th Signalized Intersection Summary

9: Rimpau Ave & 6th St

04/17/2026

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 5                                                                                 | 360                                                                               | 110                                                                               | 128                                                                               | 774                                                                               | 46                                                                                | 165                                                                                | 114                                                                                 | 99                                                                                  | 51                                                                                  | 93                                                                                  | 4                                                                                   |
| Future Volume (veh/h)        | 5                                                                                 | 360                                                                               | 110                                                                               | 128                                                                               | 774                                                                               | 46                                                                                | 165                                                                                | 114                                                                                 | 99                                                                                  | 51                                                                                  | 93                                                                                  | 4                                                                                   |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                 |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                               | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 5                                                                                 | 391                                                                               | 120                                                                               | 139                                                                               | 841                                                                               | 50                                                                                | 179                                                                                | 124                                                                                 | 108                                                                                 | 55                                                                                  | 101                                                                                 | 4                                                                                   |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 11                                                                                | 1448                                                                              | 439                                                                               | 169                                                                               | 2140                                                                              | 127                                                                               | 300                                                                                | 148                                                                                 | 129                                                                                 | 166                                                                                 | 174                                                                                 | 7                                                                                   |
| Arrive On Green              | 0.01                                                                              | 1.00                                                                              | 1.00                                                                              | 0.10                                                                              | 0.63                                                                              | 0.63                                                                              | 0.10                                                                               | 0.16                                                                                | 0.16                                                                                | 0.04                                                                                | 0.10                                                                                | 0.10                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 2686                                                                              | 815                                                                               | 1781                                                                              | 3408                                                                              | 203                                                                               | 1781                                                                               | 922                                                                                 | 803                                                                                 | 1781                                                                                | 1787                                                                                | 71                                                                                  |
| Grp Volume(v), veh/h         | 5                                                                                 | 257                                                                               | 254                                                                               | 139                                                                               | 438                                                                               | 453                                                                               | 179                                                                                | 0                                                                                   | 232                                                                                 | 55                                                                                  | 0                                                                                   | 105                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1724                                                                              | 1781                                                                              | 1777                                                                              | 1834                                                                              | 1781                                                                               | 0                                                                                   | 1726                                                                                | 1781                                                                                | 0                                                                                   | 1858                                                                                |
| Q Serve(g_s), s              | 0.3                                                                               | 0.0                                                                               | 0.0                                                                               | 8.4                                                                               | 13.4                                                                              | 13.4                                                                              | 9.6                                                                                | 0.0                                                                                 | 14.3                                                                                | 3.0                                                                                 | 0.0                                                                                 | 5.9                                                                                 |
| Cycle Q Clear(g_c), s        | 0.3                                                                               | 0.0                                                                               | 0.0                                                                               | 8.4                                                                               | 13.4                                                                              | 13.4                                                                              | 9.6                                                                                | 0.0                                                                                 | 14.3                                                                                | 3.0                                                                                 | 0.0                                                                                 | 5.9                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.47                                                                              | 1.00                                                                              |                                                                                   | 0.11                                                                              | 1.00                                                                               |                                                                                     | 0.47                                                                                | 1.00                                                                                |                                                                                     | 0.04                                                                                |
| Lane Grp Cap(c), veh/h       | 11                                                                                | 958                                                                               | 929                                                                               | 169                                                                               | 1116                                                                              | 1151                                                                              | 300                                                                                | 0                                                                                   | 277                                                                                 | 166                                                                                 | 0                                                                                   | 181                                                                                 |
| V/C Ratio(X)                 | 0.44                                                                              | 0.27                                                                              | 0.27                                                                              | 0.82                                                                              | 0.39                                                                              | 0.39                                                                              | 0.60                                                                               | 0.00                                                                                | 0.84                                                                                | 0.33                                                                                | 0.00                                                                                | 0.58                                                                                |
| Avail Cap(c_a), veh/h        | 162                                                                               | 958                                                                               | 929                                                                               | 291                                                                               | 1116                                                                              | 1151                                                                              | 300                                                                                | 0                                                                                   | 424                                                                                 | 197                                                                                 | 0                                                                                   | 372                                                                                 |
| 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)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.68                                                                               | 0.00                                                                                | 0.68                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 54.1                                                                              | 0.0                                                                               | 0.0                                                                               | 48.8                                                                              | 10.1                                                                              | 10.1                                                                              | 37.9                                                                               | 0.0                                                                                 | 44.8                                                                                | 42.7                                                                                | 0.0                                                                                 | 47.5                                                                                |
| Incr Delay (d2), s/veh       | 23.9                                                                              | 0.7                                                                               | 0.7                                                                               | 9.4                                                                               | 1.0                                                                               | 1.0                                                                               | 2.2                                                                                | 0.0                                                                                 | 7.8                                                                                 | 1.2                                                                                 | 0.0                                                                                 | 4.1                                                                                 |
| 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(95%),veh/ln     | 0.4                                                                               | 0.3                                                                               | 0.3                                                                               | 7.5                                                                               | 9.0                                                                               | 9.2                                                                               | 7.2                                                                                | 0.0                                                                                 | 10.2                                                                                | 2.5                                                                                 | 0.0                                                                                 | 5.3                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 78.0                                                                              | 0.7                                                                               | 0.7                                                                               | 58.2                                                                              | 11.2                                                                              | 11.1                                                                              | 40.2                                                                               | 0.0                                                                                 | 52.6                                                                                | 43.9                                                                                | 0.0                                                                                 | 51.6                                                                                |
| LnGrp LOS                    | E                                                                                 | A                                                                                 | A                                                                                 | E                                                                                 | B                                                                                 | B                                                                                 | D                                                                                  |                                                                                     | D                                                                                   | D                                                                                   |                                                                                     | D                                                                                   |
| Approach Vol, veh/h          | 516                                                                               |                                                                                   |                                                                                   |                                                                                   | 1030                                                                              |                                                                                   |                                                                                    |                                                                                     | 411                                                                                 |                                                                                     | 160                                                                                 |                                                                                     |
| Approach Delay, s/veh        | 1.5                                                                               |                                                                                   |                                                                                   |                                                                                   | 17.5                                                                              |                                                                                   |                                                                                    |                                                                                     | 47.2                                                                                |                                                                                     | 49.0                                                                                |                                                                                     |
| Approach LOS                 | A                                                                                 |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                    |                                                                                     | D                                                                                   |                                                                                     | D                                                                                   |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 14.5                                                                              | 64.8                                                                              | 8.1                                                                               | 22.6                                                                              | 4.7                                                                               | 74.6                                                                              | 15.0                                                                               | 15.7                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.5                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.5                                                                               | 4.0                                                                                | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 18.0                                                                              | 40.5                                                                              | 6.0                                                                               | 27.0                                                                              | 10.0                                                                              | 48.5                                                                              | 11.0                                                                               | 22.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s | 10.4                                                                              | 2.0                                                                               | 5.0                                                                               | 16.3                                                                              | 2.3                                                                               | 15.4                                                                              | 11.6                                                                               | 7.9                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.2                                                                               | 7.0                                                                               | 0.0                                                                               | 1.3                                                                               | 0.0                                                                               | 13.0                                                                              | 0.0                                                                                | 0.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 21.7                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

3. EXP AM Existing plus Project - AM 8:00 am 04/17/2026  
GTC

Synchro 12 Report  
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**Intersection**

Int Delay, s/veh 0.2

| Movement                 | EBT                                                                               | EBR  | WBL  | WBT                                                                               | NBL                                                                               | NBR  |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 120                                                                               | 8    | 1    | 136                                                                               | 5                                                                                 | 0    |
| Future Vol, veh/h        | 120                                                                               | 8    | 1    | 136                                                                               | 5                                                                                 | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Free                                                                              | Free | Free | Free                                                                              | Stop                                                                              | Stop |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | -                                                                                 | -    | -    | -                                                                                 | 0                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92   | 92   | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2    | 2                                                                                 | 2                                                                                 | 2    |
| Mvmt Flow                | 130                                                                               | 9    | 1    | 148                                                                               | 5                                                                                 | 0    |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 139    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | 4.12   |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | 2.218  |
| Pot Cap-1 Maneuver   | -      | -      | 1444   |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 1444   |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach          | EB | WB   | NB    |
|-------------------|----|------|-------|
| HCM Ctrl Dly, s/v | 0  | 0.05 | 10.15 |
| HCM LOS           |    |      | B     |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 705   | -   | -   | 13    | -   |
| HCM Lane V/C Ratio    | 0.008 | -   | -   | 0.001 | -   |
| HCM Ctrl Dly (s/v)    | 10.1  | -   | -   | 7.5   | 0   |
| HCM Lane LOS          | B     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 0     | -   |



| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.3  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 2    | 0    | 14   | 6    | 0    | 6    | 18   | 138  | 6    | 1    | 125  | 10   |
| Future Vol, veh/h        | 2    | 0    | 14   | 6    | 0    | 6    | 18   | 138  | 6    | 1    | 125  | 10   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 2    | 0    | 15   | 7    | 0    | 7    | 20   | 150  | 7    | 1    | 136  | 11   |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       | Major2 |   |   |       |   |   |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 333    | 339   | 141    | 330   | 341    | 153   | 147    | 0 | 0 | 157   | 0 | 0 |
| Stage 1              | 143    | 143   | -      | 192   | 192    | -     | -      | - | - | -     | - | - |
| Stage 2              | 189    | 196   | -      | 138   | 149    | -     | -      | - | - | -     | - | - |
| Critical Hdwy        | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12   | - | - | 4.12  | - | - |
| Critical Hdwy Stg 1  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Critical Hdwy Stg 2  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Follow-up Hdwy       | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218  | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver   | 621    | 582   | 907    | 623   | 581    | 893   | 1435   | - | - | 1423  | - | - |
| Stage 1              | 859    | 778   | -      | 809   | 741    | -     | -      | - | - | -     | - | - |
| Stage 2              | 813    | 739   | -      | 865   | 774    | -     | -      | - | - | -     | - | - |
| Platoon blocked, %   |        |       |        |       |        |       |        | - | - | -     | - | - |
| Mov Cap-1 Maneuver   | 607    | 573   | 907    | 603   | 572    | 893   | 1435   | - | - | 1423  | - | - |
| Mov Cap-2 Maneuver   | 607    | 573   | -      | 603   | 572    | -     | -      | - | - | -     | - | - |
| Stage 1              | 859    | 777   | -      | 797   | 730    | -     | -      | - | - | -     | - | - |
| Stage 2              | 795    | 728   | -      | 850   | 773    | -     | -      | - | - | -     | - | - |

| Approach          | EB  | WB    | NB   | SB   |
|-------------------|-----|-------|------|------|
| HCM Ctrl Dly, s/v | 9.3 | 10.09 | 0.84 | 0.06 |
| HCM LOS           | A   | B     |      |      |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1WBLn1 | SBL   | SBT   | SBR |
|-----------------------|-------|-----|-----|------------|-------|-------|-----|
| Capacity (veh/h)      | 198   | -   | -   | 854        | 720   | 13    | -   |
| HCM Lane V/C Ratio    | 0.014 | -   | -   | 0.02       | 0.018 | 0.001 | -   |
| HCM Ctrl Dly (s/v)    | 7.5   | 0   | -   | 9.3        | 10.1  | 7.5   | 0   |
| HCM Lane LOS          | A     | A   | -   | A          | B     | A     | A   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 0.1        | 0.1   | 0     | -   |

| Intersection             |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0                                                                                 |                                                                                   |                                                                                   |      |                                                                                   |      |
| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
| Lane Configurations      |  |  |  |      |  |      |
| Traffic Vol, veh/h       | 0                                                                                 | 485                                                                               | 945                                                                               | 11   | 0                                                                                 | 4    |
| Future Vol, veh/h        | 0                                                                                 | 485                                                                               | 945                                                                               | 11   | 0                                                                                 | 4    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0    |
| Sign Control             | Free                                                                              | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None | -                                                                                 | None |
| Storage Length           | 50                                                                                | -                                                                                 | -                                                                                 | -    | 0                                                                                 | -    |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Grade, %                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92                                                                                | 92                                                                                | 92   | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 0                                                                                 | 527                                                                               | 1027                                                                              | 12   | 0                                                                                 | 4    |

| Major/Minor          | Major1 | Major2 | Minor2      |
|----------------------|--------|--------|-------------|
| Conflicting Flow All | 1039   | 0      | 0 1297 520  |
| Stage 1              | -      | -      | - 1033 -    |
| Stage 2              | -      | -      | - 264 -     |
| Critical Hdwy        | 4.14   | -      | - 6.84 6.94 |
| Critical Hdwy Stg 1  | -      | -      | - 5.84 -    |
| Critical Hdwy Stg 2  | -      | -      | - 5.84 -    |
| Follow-up Hdwy       | 2.22   | -      | - 3.52 3.32 |
| Pot Cap-1 Maneuver   | 665    | -      | - 154 501   |
| Stage 1              | -      | -      | - 304 -     |
| Stage 2              | -      | -      | - 757 -     |
| Platoon blocked, %   | -      | -      | -           |
| Mov Cap-1 Maneuver   | 665    | -      | - 154 501   |
| Mov Cap-2 Maneuver   | -      | -      | - 250 -     |
| Stage 1              | -      | -      | - 304 -     |
| Stage 2              | -      | -      | - 757 -     |

| Approach          | EB | WB | SB    |
|-------------------|----|----|-------|
| HCM Ctrl Dly, s/v | 0  | 0  | 12.24 |
| HCM LOS           |    |    | B     |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-----|-----|-----|-----|-------|
| Capacity (veh/h)      | 665 | -   | -   | -   | 501   |
| HCM Lane V/C Ratio    | -   | -   | -   | -   | 0.009 |
| HCM Ctrl Dly (s/v)    | 0   | -   | -   | -   | 12.2  |
| HCM Lane LOS          | A   | -   | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0   | -   | -   | -   | 0     |

# HCM 7th Signalized Intersection Summary

13: N Main St & Grand Blvd

04/17/2026

|                                           |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                  | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations                       |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)                    | 109                                                                               | 111                                                                               | 87                                                                                | 119                                                                               | 276                                                                               | 208                                                                               | 548                                                                                 | 690                                                                                 | 128                                                                                 | 205                                                                                 | 709                                                                                 | 271                                                                                 |
| Future Volume (veh/h)                     | 109                                                                               | 111                                                                               | 87                                                                                | 119                                                                               | 276                                                                               | 208                                                                               | 548                                                                                 | 690                                                                                 | 128                                                                                 | 205                                                                                 | 709                                                                                 | 271                                                                                 |
| Initial Q (Qb), veh                       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.                           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)                       | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj                          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                     | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln                    | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h                      | 118                                                                               | 121                                                                               | 95                                                                                | 129                                                                               | 300                                                                               | 226                                                                               | 596                                                                                 | 750                                                                                 | 139                                                                                 | 223                                                                                 | 771                                                                                 | 295                                                                                 |
| 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, %                      | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                                | 174                                                                               | 539                                                                               | 505                                                                               | 183                                                                               | 548                                                                               | 443                                                                               | 576                                                                                 | 1731                                                                                | 772                                                                                 | 223                                                                                 | 1623                                                                                | 615                                                                                 |
| Arrive On Green                           | 0.05                                                                              | 0.15                                                                              | 0.15                                                                              | 0.05                                                                              | 0.15                                                                              | 0.15                                                                              | 0.17                                                                                | 0.49                                                                                | 0.49                                                                                | 0.13                                                                                | 0.45                                                                                | 0.45                                                                                |
| Sat Flow, veh/h                           | 3456                                                                              | 3554                                                                              | 1585                                                                              | 3456                                                                              | 3554                                                                              | 1585                                                                              | 3456                                                                                | 3554                                                                                | 1585                                                                                | 1781                                                                                | 3644                                                                                | 1382                                                                                |
| Grp Volume(v), veh/h                      | 118                                                                               | 121                                                                               | 95                                                                                | 129                                                                               | 300                                                                               | 226                                                                               | 596                                                                                 | 750                                                                                 | 139                                                                                 | 223                                                                                 | 720                                                                                 | 346                                                                                 |
| Grp Sat Flow(s),veh/h/ln                  | 1728                                                                              | 1777                                                                              | 1585                                                                              | 1728                                                                              | 1777                                                                              | 1585                                                                              | 1728                                                                                | 1777                                                                                | 1585                                                                                | 1781                                                                                | 1702                                                                                | 1622                                                                                |
| Q Serve(g_s), s                           | 4.0                                                                               | 3.6                                                                               | 5.2                                                                               | 4.4                                                                               | 9.4                                                                               | 14.4                                                                              | 20.0                                                                                | 16.5                                                                                | 5.9                                                                                 | 15.0                                                                                | 17.8                                                                                | 18.1                                                                                |
| Cycle Q Clear(g_c), s                     | 4.0                                                                               | 3.6                                                                               | 5.2                                                                               | 4.4                                                                               | 9.4                                                                               | 14.4                                                                              | 20.0                                                                                | 16.5                                                                                | 5.9                                                                                 | 15.0                                                                                | 17.8                                                                                | 18.1                                                                                |
| 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                    | 174                                                                               | 539                                                                               | 505                                                                               | 183                                                                               | 548                                                                               | 443                                                                               | 576                                                                                 | 1731                                                                                | 772                                                                                 | 223                                                                                 | 1516                                                                                | 722                                                                                 |
| V/C Ratio(X)                              | 0.68                                                                              | 0.22                                                                              | 0.19                                                                              | 0.71                                                                              | 0.55                                                                              | 0.51                                                                              | 1.03                                                                                | 0.43                                                                                | 0.18                                                                                | 1.00                                                                                | 0.47                                                                                | 0.48                                                                                |
| Avail Cap(c_a), veh/h                     | 518                                                                               | 1125                                                                              | 766                                                                               | 230                                                                               | 829                                                                               | 568                                                                               | 576                                                                                 | 1731                                                                                | 772                                                                                 | 223                                                                                 | 1516                                                                                | 722                                                                                 |
| HCM Platoon Ratio                         | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)                        | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.77                                                                              | 0.77                                                                              | 0.77                                                                              | 0.79                                                                                | 0.79                                                                                | 0.79                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh                  | 56.0                                                                              | 44.7                                                                              | 29.7                                                                              | 55.9                                                                              | 46.9                                                                              | 36.3                                                                              | 50.0                                                                                | 20.0                                                                                | 17.3                                                                                | 52.5                                                                                | 23.4                                                                                | 23.5                                                                                |
| Incr Delay (d2), s/veh                    | 1.7                                                                               | 0.2                                                                               | 0.2                                                                               | 3.4                                                                               | 0.7                                                                               | 0.7                                                                               | 42.6                                                                                | 0.6                                                                                 | 0.4                                                                                 | 60.7                                                                                | 1.1                                                                                 | 2.3                                                                                 |
| Initial Q Delay(d3), s/veh                | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln                  | 3.2                                                                               | 2.9                                                                               | 3.6                                                                               | 3.6                                                                               | 7.1                                                                               | 9.1                                                                               | 17.4                                                                                | 10.7                                                                                | 4.0                                                                                 | 15.8                                                                                | 11.8                                                                                | 11.8                                                                                |
| Unsig. Movement Delay, s/veh              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                     | 57.7                                                                              | 44.9                                                                              | 29.8                                                                              | 59.3                                                                              | 47.5                                                                              | 37.1                                                                              | 92.6                                                                                | 20.6                                                                                | 17.7                                                                                | 113.2                                                                               | 24.5                                                                                | 25.7                                                                                |
| LnGrp LOS                                 | E                                                                                 | D                                                                                 | C                                                                                 | E                                                                                 | D                                                                                 | D                                                                                 | F                                                                                   | C                                                                                   | B                                                                                   | F                                                                                   | C                                                                                   | C                                                                                   |
| Approach Vol, veh/h                       | 334                                                                               |                                                                                   |                                                                                   | 655                                                                               |                                                                                   |                                                                                   | 1485                                                                                |                                                                                     |                                                                                     | 1289                                                                                |                                                                                     |                                                                                     |
| Approach Delay, s/veh                     | 45.2                                                                              |                                                                                   |                                                                                   | 46.2                                                                              |                                                                                   |                                                                                   | 49.3                                                                                |                                                                                     |                                                                                     | 40.2                                                                                |                                                                                     |                                                                                     |
| Approach LOS                              | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs                      | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                  | 20.0                                                                              | 64.4                                                                              | 11.4                                                                              | 24.2                                                                              | 25.0                                                                              | 59.4                                                                              | 11.0                                                                                | 24.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                   | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                                 | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s               | 15.0                                                                              | 37.0                                                                              | 8.0                                                                               | 38.0                                                                              | 20.0                                                                              | 32.0                                                                              | 18.0                                                                                | 28.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s              | 17.0                                                                              | 18.5                                                                              | 6.4                                                                               | 7.2                                                                               | 22.0                                                                              | 20.1                                                                              | 6.0                                                                                 | 16.4                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                   | 0.0                                                                               | 7.5                                                                               | 0.0                                                                               | 1.1                                                                               | 0.0                                                                               | 7.0                                                                               | 0.1                                                                                 | 2.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh              | 45.3                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                               | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved changes to right turn type. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

3. EXP AM Existing plus Project - AM 8:00 am 04/17/2026  
GTC

Synchro 12 Report  
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# HCM 7th Signalized Intersection Summary

## 14: N Main St & SR 91 WB Ramps

04/17/2026



| Movement                                                             | EBL | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|----------------------------------------------------------------------|-----|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations                                                  |     |      |      | ↰    | ↰    | ↰    | ↰    | ↰    |      |      | ↰    | ↰    |
| Traffic Volume (veh/h)                                               | 0   | 0    | 0    | 423  | 184  | 918  | 116  | 457  | 0    | 0    | 664  | 213  |
| Future Volume (veh/h)                                                | 0   | 0    | 0    | 423  | 184  | 918  | 116  | 457  | 0    | 0    | 664  | 213  |
| Initial Q (Qb), veh                                                  |     |      |      | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.                                                      |     |      |      | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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                                               |     |      |      | 1870 | 1870 | 1870 | 1870 | 1870 | 0    | 0    | 1870 | 1870 |
| Adj Flow Rate, veh/h                                                 |     |      |      | 330  | 382  | 998  | 126  | 497  | 0    | 0    | 722  | 232  |
| Peak Hour Factor                                                     |     |      |      | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %                                                 |     |      |      | 2    | 2    | 2    | 2    | 2    | 0    | 0    | 2    | 2    |
| Cap, veh/h                                                           |     |      |      | 554  | 582  | 986  | 220  | 2999 | 0    | 0    | 2346 | 726  |
| Arrive On Green                                                      |     |      |      | 0.31 | 0.31 | 0.31 | 0.02 | 0.19 | 0.00 | 0.00 | 0.48 | 0.48 |
| Sat Flow, veh/h                                                      |     |      |      | 1781 | 1870 | 3170 | 3456 | 5274 | 0    | 0    | 5167 | 1517 |
| Grp Volume(v), veh/h                                                 |     |      |      | 330  | 382  | 998  | 126  | 497  | 0    | 0    | 710  | 244  |
| Grp Sat Flow(s),veh/h/ln                                             |     |      |      | 1781 | 1870 | 1585 | 1728 | 1702 | 0    | 0    | 1609 | 1597 |
| Q Serve(g_s), s                                                      |     |      |      | 17.2 | 19.5 | 34.2 | 4.0  | 8.9  | 0.0  | 0.0  | 9.9  | 10.4 |
| Cycle Q Clear(g_c), s                                                |     |      |      | 17.2 | 19.5 | 34.2 | 4.0  | 8.9  | 0.0  | 0.0  | 9.9  | 10.4 |
| Prop In Lane                                                         |     |      |      | 1.00 |      | 1.00 | 1.00 |      | 0.00 | 0.00 |      | 0.95 |
| Lane Grp Cap(c), veh/h                                               |     |      |      | 554  | 582  | 986  | 220  | 2999 | 0    | 0    | 2307 | 764  |
| V/C Ratio(X)                                                         |     |      |      | 0.60 | 0.66 | 1.01 | 0.57 | 0.17 | 0.00 | 0.00 | 0.31 | 0.32 |
| Avail Cap(c_a), veh/h                                                |     |      |      | 554  | 582  | 986  | 880  | 2999 | 0    | 0    | 2307 | 764  |
| HCM Platoon Ratio                                                    |     |      |      | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)                                                   |     |      |      | 1.00 | 1.00 | 1.00 | 0.99 | 0.99 | 0.00 | 0.00 | 0.88 | 0.88 |
| Uniform Delay (d), s/veh                                             |     |      |      | 32.1 | 32.8 | 37.9 | 52.4 | 21.9 | 0.0  | 0.0  | 17.6 | 17.7 |
| Incr Delay (d2), s/veh                                               |     |      |      | 1.2  | 2.2  | 31.8 | 0.9  | 0.1  | 0.0  | 0.0  | 0.3  | 1.0  |
| Initial Q Delay(d3), s/veh                                           |     |      |      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln                                             |     |      |      | 12.0 | 14.0 | 24.4 | 3.2  | 7.0  | 0.0  | 0.0  | 6.6  | 7.0  |
| Unsig. Movement Delay, s/veh                                         |     |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh                                                |     |      |      | 33.3 | 35.0 | 69.7 | 53.2 | 22.0 | 0.0  | 0.0  | 17.9 | 18.7 |
| LnGrp LOS                                                            |     |      |      | C    | C    | F    | D    | C    |      |      | B    | B    |
| Approach Vol, veh/h                                                  |     |      |      |      | 1710 |      |      | 623  |      |      | 954  |      |
| Approach Delay, s/veh                                                |     |      |      |      | 54.9 |      |      | 28.3 |      |      | 18.1 |      |
| Approach LOS                                                         |     |      |      |      | D    |      |      | C    |      |      | B    |      |
| Timer - Assigned Phs                                                 |     | 2    |      |      | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s                                             |     | 70.0 |      |      | 12.0 | 58.0 |      | 40.0 |      |      |      |      |
| Change Period (Y+Rc), s                                              |     | 5.4  |      |      | 5.0  | 5.4  |      | 5.8  |      |      |      |      |
| Max Green Setting (Gmax), s                                          |     | 64.6 |      |      | 28.0 | 31.6 |      | 34.2 |      |      |      |      |
| Max Q Clear Time (g_c+l1), s                                         |     | 10.9 |      |      | 6.0  | 12.4 |      | 36.2 |      |      |      |      |
| Green Ext Time (p_c), s                                              |     | 2.5  |      |      | 0.2  | 4.5  |      | 0.0  |      |      |      |      |
| Intersection Summary                                                 |     |      |      |      |      |      |      |      |      |      |      |      |
| HCM 7th Control Delay, s/veh                                         |     |      | 39.2 |      |      |      |      |      |      |      |      |      |
| HCM 7th LOS                                                          |     |      | D    |      |      |      |      |      |      |      |      |      |
| Notes                                                                |     |      |      |      |      |      |      |      |      |      |      |      |
| User approved volume balancing among the lanes for turning movement. |     |      |      |      |      |      |      |      |      |      |      |      |

# HCM 7th Signalized Intersection Summary 15: S Main St/N Main St & SR 91 EB Ramps

04/17/2026



| Movement                       | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL  | WBT | WBR | NBL  | NBT                                                                                                                                                                                                                                                   | NBR                                                                                 | SBL                                                                                                                                                                     | SBT                                                                                                                                                                     | SBR  |
|--------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----|-----|------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|
| Lane Configurations            |  |  |  |      |     |     |      |    |  |   |   |      |
| Traffic Volume (veh/h)         | 216                                                                               | 3                                                                                 | 282                                                                               | 0    | 0   | 0   | 0    | 352                                                                                                                                                                                                                                                   | 689                                                                                 | 378                                                                                                                                                                     | 748                                                                                                                                                                     | 0    |
| Future Volume (veh/h)          | 216                                                                               | 3                                                                                 | 282                                                                               | 0    | 0   | 0   | 0    | 352                                                                                                                                                                                                                                                   | 689                                                                                 | 378                                                                                                                                                                     | 748                                                                                                                                                                     | 0    |
| Initial Q (Qb), veh            | 0                                                                                 | 0                                                                                 | 0                                                                                 |      |     |     | 0    | 0                                                                                                                                                                                                                                                     | 0                                                                                   | 0                                                                                                                                                                       | 0                                                                                                                                                                       | 0    |
| Lane Width Adj.                | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |      |     |     | 1.00 | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                                | 1.00                                                                                                                                                                    | 1.00                                                                                                                                                                    | 1.00 |
| 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         | 1870                                                                              | 1870                                                                              | 1870                                                                              |      |     |     | 0    | 1870                                                                                                                                                                                                                                                  | 1870                                                                                | 1870                                                                                                                                                                    | 1870                                                                                                                                                                    | 0    |
| Adj Flow Rate, veh/h           | 237                                                                               | 0                                                                                 | 307                                                                               |      |     |     | 0    | 383                                                                                                                                                                                                                                                   | 749                                                                                 | 411                                                                                                                                                                     | 813                                                                                                                                                                     | 0    |
| Peak Hour Factor               | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |      |     |     | 0.92 | 0.92                                                                                                                                                                                                                                                  | 0.92                                                                                | 0.92                                                                                                                                                                    | 0.92                                                                                                                                                                    | 0.92 |
| Percent Heavy Veh, %           | 2                                                                                 | 2                                                                                 | 2                                                                                 |      |     |     | 0    | 2                                                                                                                                                                                                                                                     | 2                                                                                   | 2                                                                                                                                                                       | 2                                                                                                                                                                       | 0    |
| Cap, veh/h                     | 424                                                                               | 0                                                                                 | 377                                                                               |      |     |     | 0    | 4538                                                                                                                                                                                                                                                  | 950                                                                                 | 465                                                                                                                                                                     | 3978                                                                                                                                                                    | 0    |
| Arrive On Green                | 0.12                                                                              | 0.00                                                                              | 0.12                                                                              |      |     |     | 0.00 | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                                | 0.27                                                                                                                                                                    | 1.00                                                                                                                                                                    | 0.00 |
| Sat Flow, veh/h                | 3563                                                                              | 0                                                                                 | 3170                                                                              |      |     |     | 0    | 7930                                                                                                                                                                                                                                                  | 1585                                                                                | 3456                                                                                                                                                                    | 5274                                                                                                                                                                    | 0    |
| Grp Volume(v), veh/h           | 237                                                                               | 0                                                                                 | 307                                                                               |      |     |     | 0    | 383                                                                                                                                                                                                                                                   | 749                                                                                 | 411                                                                                                                                                                     | 813                                                                                                                                                                     | 0    |
| Grp Sat Flow(s),veh/h/ln       | 1781                                                                              | 0                                                                                 | 1585                                                                              |      |     |     | 0    | 1515                                                                                                                                                                                                                                                  | 1585                                                                                | 1728                                                                                                                                                                    | 1702                                                                                                                                                                    | 0    |
| Q Serve(g_s), s                | 6.9                                                                               | 0.0                                                                               | 10.4                                                                              |      |     |     | 0.0  | 0.0                                                                                                                                                                                                                                                   | 0.0                                                                                 | 12.5                                                                                                                                                                    | 0.0                                                                                                                                                                     | 0.0  |
| Cycle Q Clear(g_c), s          | 6.9                                                                               | 0.0                                                                               | 10.4                                                                              |      |     |     | 0.0  | 0.0                                                                                                                                                                                                                                                   | 0.0                                                                                 | 12.5                                                                                                                                                                    | 0.0                                                                                                                                                                     | 0.0  |
| Prop In Lane                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |      |     |     | 0.00 |                                                                                                                                                                                                                                                       | 1.00                                                                                | 1.00                                                                                                                                                                    |                                                                                                                                                                         | 0.00 |
| Lane Grp Cap(c), veh/h         | 424                                                                               | 0                                                                                 | 377                                                                               |      |     |     | 0    | 4538                                                                                                                                                                                                                                                  | 950                                                                                 | 465                                                                                                                                                                     | 3978                                                                                                                                                                    | 0    |
| V/C Ratio(X)                   | 0.56                                                                              | 0.00                                                                              | 0.81                                                                              |      |     |     | 0.00 | 0.08                                                                                                                                                                                                                                                  | 0.79                                                                                | 0.88                                                                                                                                                                    | 0.20                                                                                                                                                                    | 0.00 |
| Avail Cap(c_a), veh/h          | 589                                                                               | 0                                                                                 | 525                                                                               |      |     |     | 0    | 4538                                                                                                                                                                                                                                                  | 950                                                                                 | 534                                                                                                                                                                     | 3978                                                                                                                                                                    | 0    |
| HCM Platoon Ratio              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |      |     |     | 1.00 | 1.67                                                                                                                                                                                                                                                  | 1.67                                                                                | 2.00                                                                                                                                                                    | 2.00                                                                                                                                                                    | 1.00 |
| Upstream Filter(I)             | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              |      |     |     | 0.00 | 0.96                                                                                                                                                                                                                                                  | 0.96                                                                                | 0.92                                                                                                                                                                    | 0.92                                                                                                                                                                    | 0.00 |
| Uniform Delay (d), s/veh       | 45.7                                                                              | 0.0                                                                               | 47.3                                                                              |      |     |     | 0.0  | 0.0                                                                                                                                                                                                                                                   | 0.0                                                                                 | 39.4                                                                                                                                                                    | 0.0                                                                                                                                                                     | 0.0  |
| Incr Delay (d2), s/veh         | 0.4                                                                               | 0.0                                                                               | 4.7                                                                               |      |     |     | 0.0  | 0.0                                                                                                                                                                                                                                                   | 6.4                                                                                 | 12.6                                                                                                                                                                    | 0.1                                                                                                                                                                     | 0.0  |
| Initial Q Delay(d3), s/veh     | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |      |     |     | 0.0  | 0.0                                                                                                                                                                                                                                                   | 0.0                                                                                 | 0.0                                                                                                                                                                     | 0.0                                                                                                                                                                     | 0.0  |
| %ile BackOfQ(95%),veh/ln       | 5.5                                                                               | 0.0                                                                               | 7.7                                                                               |      |     |     | 0.0  | 0.0                                                                                                                                                                                                                                                   | 3.0                                                                                 | 9.0                                                                                                                                                                     | 0.1                                                                                                                                                                     | 0.0  |
| Unsig. Movement Delay, s/veh   |                                                                                   |                                                                                   |                                                                                   |      |     |     |      |                                                                                                                                                                                                                                                       |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                         |      |
| LnGrp Delay(d), s/veh          | 46.2                                                                              | 0.0                                                                               | 51.9                                                                              |      |     |     | 0.0  | 0.0                                                                                                                                                                                                                                                   | 6.4                                                                                 | 52.0                                                                                                                                                                    | 0.1                                                                                                                                                                     | 0.0  |
| LnGrp LOS                      | D                                                                                 |                                                                                   | D                                                                                 |      |     |     |      | A                                                                                                                                                                                                                                                     | A                                                                                   | D                                                                                                                                                                       | A                                                                                                                                                                       |      |
| Approach Vol, veh/h            | 544                                                                               |                                                                                   |                                                                                   |      |     |     | 1132 |                                                                                                                                                                                                                                                       |                                                                                     | 1224                                                                                                                                                                    |                                                                                                                                                                         |      |
| Approach Delay, s/veh          | 49.4                                                                              |                                                                                   |                                                                                   |      |     |     | 4.2  |                                                                                                                                                                                                                                                       |                                                                                     | 17.5                                                                                                                                                                    |                                                                                                                                                                         |      |
| Approach LOS                   | D                                                                                 |                                                                                   |                                                                                   |      |     |     | A    |                                                                                                                                                                                                                                                       |                                                                                     | B                                                                                                                                                                       |                                                                                                                                                                         |      |
| Timer - Assigned Phs           | 1                                                                                 | 2                                                                                 | 4                                                                                 | 6    |     |     |      |                                                                                                                                                                                                                                                       |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                         |      |
| Phs Duration (G+Y+Rc), s       | 19.8                                                                              | 71.3                                                                              | 18.9                                                                              | 91.1 |     |     |      |                                                                                                                                                                                                                                                       |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                         |      |
| Change Period (Y+Rc), s        | 5.0                                                                               | 5.4                                                                               | 5.8                                                                               | 5.4  |     |     |      |                                                                                                                                                                                                                                                       |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                         |      |
| Max Green Setting (Gmax), s    | 17.0                                                                              | 58.6                                                                              | 18.2                                                                              | 80.6 |     |     |      |                                                                                                                                                                                                                                                       |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                         |      |
| Max Q Clear Time (g_c+14.5), s | 14.5                                                                              | 2.0                                                                               | 12.4                                                                              | 2.0  |     |     |      |                                                                                                                                                                                                                                                       |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                         |      |
| Green Ext Time (p_c), s        | 0.3                                                                               | 3.6                                                                               | 0.7                                                                               | 4.4  |     |     |      |                                                                                                                                                                                                                                                       |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                         |      |

## Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 18.3 |
| HCM 7th LOS                  | B    |

## Notes

User approved volume balancing among the lanes for turning movement.

# HCM 7th Signalized Intersection Summary

16: S Main St & 3rd Street

04/17/2026



| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↰↱   | ↱    |      | ↰↱   | ↱    |      | ↰↱↱↱ |      |      | ↰↱↱↱ | ↱    |      |
| Traffic Volume (veh/h)       | 150  | 40   | 15   | 8    | 56   | 151  | 16   | 718  | 14   | 79   | 778  | 170  |
| Future Volume (veh/h)        | 150  | 40   | 15   | 8    | 56   | 151  | 16   | 718  | 14   | 79   | 778  | 170  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 163  | 43   | 16   | 9    | 61   | 164  | 17   | 780  | 15   | 86   | 846  | 185  |
| 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, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 226  | 282  | 105  | 19   | 73   | 196  | 33   | 2757 | 53   | 108  | 2944 | 1018 |
| Arrive On Green              | 0.07 | 0.22 | 0.22 | 0.01 | 0.16 | 0.16 | 0.04 | 1.00 | 1.00 | 0.12 | 1.00 | 1.00 |
| Sat Flow, veh/h              | 3456 | 1300 | 484  | 1781 | 448  | 1205 | 1781 | 5158 | 99   | 1781 | 5106 | 1585 |
| Grp Volume(v), veh/h         | 163  | 0    | 59   | 9    | 0    | 225  | 17   | 514  | 281  | 86   | 846  | 185  |
| Grp Sat Flow(s),veh/h/ln     | 1728 | 0    | 1783 | 1781 | 0    | 1653 | 1781 | 1702 | 1853 | 1781 | 1702 | 1585 |
| Q Serve(g_s), s              | 5.1  | 0.0  | 2.9  | 0.6  | 0.0  | 14.5 | 1.0  | 0.0  | 0.0  | 5.2  | 0.0  | 0.0  |
| Cycle Q Clear(g_c), s        | 5.1  | 0.0  | 2.9  | 0.6  | 0.0  | 14.5 | 1.0  | 0.0  | 0.0  | 5.2  | 0.0  | 0.0  |
| Prop In Lane                 | 1.00 |      | 0.27 | 1.00 |      | 0.73 | 1.00 |      | 0.05 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 226  | 0    | 386  | 19   | 0    | 268  | 33   | 1819 | 990  | 108  | 2944 | 1018 |
| V/C Ratio(X)                 | 0.72 | 0.00 | 0.15 | 0.46 | 0.00 | 0.84 | 0.52 | 0.28 | 0.28 | 0.80 | 0.29 | 0.18 |
| Avail Cap(c_a), veh/h        | 330  | 0    | 632  | 170  | 0    | 586  | 162  | 1819 | 990  | 162  | 2944 | 1018 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 0.96 | 0.00 | 0.96 | 0.84 | 0.84 | 0.84 | 0.97 | 0.97 | 0.97 |
| Uniform Delay (d), s/veh     | 50.4 | 0.0  | 34.9 | 54.1 | 0.0  | 44.7 | 52.5 | 0.0  | 0.0  | 47.7 | 0.0  | 0.0  |
| Incr Delay (d2), s/veh       | 4.3  | 0.0  | 0.2  | 6.0  | 0.0  | 6.6  | 3.9  | 0.3  | 0.6  | 8.0  | 0.2  | 0.4  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 4.2  | 0.0  | 2.3  | 0.5  | 0.0  | 10.5 | 0.9  | 0.1  | 0.3  | 4.3  | 0.1  | 0.2  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 54.7 | 0.0  | 35.1 | 60.1 | 0.0  | 51.3 | 56.4 | 0.3  | 0.6  | 55.7 | 0.2  | 0.4  |
| LnGrp LOS                    | D    |      | D    | E    |      | D    | E    | A    | A    | E    | A    | A    |
| Approach Vol, veh/h          | 222  |      |      |      |      | 234  |      | 812  |      | 1117 |      |      |
| Approach Delay, s/veh        | 49.5 |      |      |      |      | 51.6 |      | 1.6  |      | 4.5  |      |      |
| Approach LOS                 | D    |      |      |      |      | D    |      | A    |      | A    |      |      |
| Timer - Assigned Phs         | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 1.7  | 63.8 | 5.7  | 28.8 | 7.0  | 68.4 | 11.7 | 22.9 |      |      |      |      |
| Change Period (Y+Rc), s      | 5.0  | 5.0  | 4.5  | 5.0  | 5.0  | 5.0  | 4.5  | 5.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 10.0 | 31.0 | 10.5 | 39.0 | 10.0 | 31.0 | 10.5 | 39.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 10.0 | 2.0  | 2.6  | 4.9  | 3.0  | 2.0  | 7.1  | 16.5 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 8.2  | 0.0  | 0.3  | 0.0  | 10.6 | 0.1  | 1.4  |      |      |      |      |

### Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 12.3 |
| HCM 7th LOS                  | B    |

### Notes

User approved pedestrian interval to be less than phase max green.

# HCM 7th Signalized Intersection Summary

17: S Main St & 6th St

04/17/2026

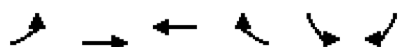


| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 88                                                                                | 208                                                                               | 43                                                                                | 46                                                                                | 434                                                                               | 54                                                                                | 70                                                                                | 631                                                                               | 33                                                                                | 78                                                                                  | 502                                                                                 | 151                                                                                 |
| Future Volume (veh/h)        | 88                                                                                | 208                                                                               | 43                                                                                | 46                                                                                | 434                                                                               | 54                                                                                | 70                                                                                | 631                                                                               | 33                                                                                | 78                                                                                  | 502                                                                                 | 151                                                                                 |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 96                                                                                | 226                                                                               | 47                                                                                | 50                                                                                | 472                                                                               | 59                                                                                | 76                                                                                | 686                                                                               | 36                                                                                | 85                                                                                  | 546                                                                                 | 164                                                                                 |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 120                                                                               | 585                                                                               | 496                                                                               | 64                                                                                | 526                                                                               | 446                                                                               | 97                                                                                | 1370                                                                              | 611                                                                               | 117                                                                                 | 1408                                                                                | 628                                                                                 |
| Arrive On Green              | 0.07                                                                              | 0.31                                                                              | 0.31                                                                              | 0.05                                                                              | 0.37                                                                              | 0.37                                                                              | 0.05                                                                              | 0.39                                                                              | 0.39                                                                              | 0.04                                                                                | 0.27                                                                                | 0.27                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                                | 3554                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h         | 96                                                                                | 226                                                                               | 47                                                                                | 50                                                                                | 472                                                                               | 59                                                                                | 76                                                                                | 686                                                                               | 36                                                                                | 85                                                                                  | 546                                                                                 | 164                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                                | 1777                                                                                | 1585                                                                                |
| Q Serve(g_s), s              | 5.8                                                                               | 10.4                                                                              | 2.3                                                                               | 3.1                                                                               | 26.1                                                                              | 2.7                                                                               | 4.6                                                                               | 16.2                                                                              | 1.6                                                                               | 5.2                                                                                 | 13.8                                                                                | 9.0                                                                                 |
| Cycle Q Clear(g_c), s        | 5.8                                                                               | 10.4                                                                              | 2.3                                                                               | 3.1                                                                               | 26.1                                                                              | 2.7                                                                               | 4.6                                                                               | 16.2                                                                              | 1.6                                                                               | 5.2                                                                                 | 13.8                                                                                | 9.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 120                                                                               | 585                                                                               | 496                                                                               | 64                                                                                | 526                                                                               | 446                                                                               | 97                                                                                | 1370                                                                              | 611                                                                               | 117                                                                                 | 1408                                                                                | 628                                                                                 |
| V/C Ratio(X)                 | 0.80                                                                              | 0.39                                                                              | 0.09                                                                              | 0.78                                                                              | 0.90                                                                              | 0.13                                                                              | 0.78                                                                              | 0.50                                                                              | 0.06                                                                              | 0.73                                                                                | 0.39                                                                                | 0.26                                                                                |
| Avail Cap(c_a), veh/h        | 146                                                                               | 680                                                                               | 576                                                                               | 97                                                                                | 629                                                                               | 533                                                                               | 194                                                                               | 1370                                                                              | 611                                                                               | 162                                                                                 | 1408                                                                                | 628                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.33                                                                              | 1.33                                                                              | 1.33                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.67                                                                                | 0.67                                                                                | 0.67                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.75                                                                              | 0.75                                                                              | 0.75                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                |
| Uniform Delay (d), s/veh     | 50.5                                                                              | 29.5                                                                              | 26.7                                                                              | 51.9                                                                              | 32.9                                                                              | 25.6                                                                              | 51.3                                                                              | 25.7                                                                              | 21.3                                                                              | 51.6                                                                                | 29.5                                                                                | 27.7                                                                                |
| Incr Delay (d2), s/veh       | 18.2                                                                              | 0.6                                                                               | 0.1                                                                               | 7.4                                                                               | 11.6                                                                              | 0.1                                                                               | 5.0                                                                               | 1.3                                                                               | 0.2                                                                               | 4.9                                                                                 | 0.8                                                                                 | 1.0                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 5.8                                                                               | 8.3                                                                               | 1.6                                                                               | 2.7                                                                               | 17.6                                                                              | 1.9                                                                               | 4.0                                                                               | 11.3                                                                              | 1.1                                                                               | 4.5                                                                                 | 10.5                                                                                | 6.7                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 68.8                                                                              | 30.1                                                                              | 26.9                                                                              | 59.4                                                                              | 44.6                                                                              | 25.7                                                                              | 56.4                                                                              | 27.1                                                                              | 21.4                                                                              | 56.5                                                                                | 30.3                                                                                | 28.7                                                                                |
| LnGrp LOS                    | E                                                                                 | C                                                                                 | C                                                                                 | E                                                                                 | D                                                                                 | C                                                                                 | E                                                                                 | C                                                                                 | C                                                                                 | E                                                                                   | C                                                                                   | C                                                                                   |
| Approach Vol, veh/h          | 369                                                                               |                                                                                   |                                                                                   | 581                                                                               |                                                                                   |                                                                                   | 798                                                                               |                                                                                   |                                                                                   | 795                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 39.8                                                                              |                                                                                   |                                                                                   | 43.9                                                                              |                                                                                   |                                                                                   | 29.6                                                                              |                                                                                   |                                                                                   | 32.7                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                 | 8                                                                                 |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 42.2                                                                              | 48.4                                                                              | 9.0                                                                               | 40.4                                                                              | 11.0                                                                              | 49.6                                                                              | 12.4                                                                              | 37.0                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 40.0                                                                              | 32.0                                                                              | 6.0                                                                               | 40.0                                                                              | 12.0                                                                              | 30.0                                                                              | 9.0                                                                               | 37.0                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 18.2                                                                              | 18.2                                                                              | 5.1                                                                               | 12.4                                                                              | 6.6                                                                               | 15.8                                                                              | 7.8                                                                               | 28.1                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 5.4                                                                               | 0.0                                                                               | 2.2                                                                               | 0.0                                                                               | 4.9                                                                               | 0.0                                                                               | 2.8                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 35.3                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |

# HCM 7th Signalized Intersection Summary

18: Grand Blvd & Joy St

04/17/2026



| Movement                                                                                           | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
|----------------------------------------------------------------------------------------------------|------|------|------|------|------|------|
| Lane Configurations                                                                                |      |      |      |      |      |      |
| Traffic Volume (veh/h)                                                                             | 42   | 363  | 491  | 301  | 235  | 73   |
| Future Volume (veh/h)                                                                              | 42   | 363  | 491  | 301  | 235  | 73   |
| Initial Q (Qb), veh                                                                                | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.                                                                                    | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)                                                                                | 1.00 |      |      | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj                                                                                   | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach                                                                              |      | No   | No   |      | No   |      |
| Adj Sat Flow, veh/h/ln                                                                             | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h                                                                               | 46   | 395  | 534  | 327  | 255  | 79   |
| Peak Hour Factor                                                                                   | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %                                                                               | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                                                                                         | 84   | 1895 | 779  | 477  | 340  | 302  |
| Arrive On Green                                                                                    | 0.05 | 0.53 | 0.37 | 0.37 | 0.19 | 0.19 |
| Sat Flow, veh/h                                                                                    | 1781 | 3647 | 2212 | 1295 | 1781 | 1585 |
| Grp Volume(v), veh/h                                                                               | 46   | 395  | 448  | 413  | 255  | 79   |
| Grp Sat Flow(s), veh/h/ln                                                                          | 1781 | 1777 | 1777 | 1637 | 1781 | 1585 |
| Q Serve(g_s), s                                                                                    | 1.3  | 3.0  | 10.8 | 10.8 | 6.9  | 2.2  |
| Cycle Q Clear(g_c), s                                                                              | 1.3  | 3.0  | 10.8 | 10.8 | 6.9  | 2.2  |
| Prop In Lane                                                                                       | 1.00 |      |      | 0.79 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h                                                                             | 84   | 1895 | 654  | 602  | 340  | 302  |
| V/C Ratio(X)                                                                                       | 0.55 | 0.21 | 0.68 | 0.69 | 0.75 | 0.26 |
| Avail Cap(c_a), veh/h                                                                              | 702  | 1895 | 876  | 807  | 878  | 781  |
| HCM Platoon Ratio                                                                                  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)                                                                                 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh                                                                           | 23.6 | 6.2  | 13.5 | 13.6 | 19.4 | 17.5 |
| Incr Delay (d2), s/veh                                                                             | 5.5  | 0.1  | 1.9  | 2.1  | 3.3  | 0.5  |
| Initial Q Delay(d3), s/veh                                                                         | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln                                                                           | 1.1  | 1.5  | 7.1  | 6.6  | 5.1  | 0.1  |
| Unsig. Movement Delay, s/veh                                                                       |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh                                                                              | 29.2 | 6.3  | 15.5 | 15.6 | 22.7 | 17.9 |
| LnGrp LOS                                                                                          | C    | A    | B    | B    | C    | B    |
| Approach Vol, veh/h                                                                                |      | 441  | 861  |      | 334  |      |
| Approach Delay, s/veh                                                                              |      | 8.7  | 15.5 |      | 21.6 |      |
| Approach LOS                                                                                       |      | A    | B    |      | C    |      |
| Timer - Assigned Phs                                                                               |      | 2    |      | 4    | 5    | 6    |
| Phs Duration (G+Y+Rc), s                                                                           |      | 34.1 |      | 16.7 | 9.4  | 24.7 |
| Change Period (Y+Rc), s                                                                            |      | * 7  |      | 7.0  | 7.0  | 6.0  |
| Max Green Setting (Gmax), s                                                                        |      | * 25 |      | 25.0 | 20.0 | 25.0 |
| Max Q Clear Time (g_c+l1), s                                                                       |      | 5.0  |      | 8.9  | 3.3  | 12.8 |
| Green Ext Time (p_c), s                                                                            |      | 3.4  |      | 0.9  | 0.1  | 5.8  |
| <b>Intersection Summary</b>                                                                        |      |      |      |      |      |      |
| HCM 7th Control Delay, s/veh                                                                       |      |      | 14.9 |      |      |      |
| HCM 7th LOS                                                                                        |      |      | B    |      |      |      |
| <b>Notes</b>                                                                                       |      |      |      |      |      |      |
| * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier. |      |      |      |      |      |      |



# HCM 7th Signalized Intersection Summary

19: E Grand Blvd & Fullerton Ave

04/17/2026



| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          |      |      |      |      |      |      |      |      |      |      |      |      |
| Traffic Volume (veh/h)       | 23   | 64   | 4    | 98   | 58   | 258  | 1    | 350  | 100  | 187  | 355  | 30   |
| Future Volume (veh/h)        | 23   | 64   | 4    | 98   | 58   | 258  | 1    | 350  | 100  | 187  | 355  | 30   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 25   | 70   | 4    | 107  | 0    | 322  | 1    | 380  | 109  | 203  | 386  | 33   |
| 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, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 380  | 337  | 19   | 387  | 0    | 611  | 4    | 867  | 246  | 262  | 1534 | 131  |
| Arrive On Green              | 0.19 | 0.19 | 0.19 | 0.19 | 0.00 | 0.19 | 0.00 | 0.32 | 0.32 | 0.15 | 0.46 | 0.46 |
| Sat Flow, veh/h              | 1058 | 1752 | 100  | 1326 | 0    | 3170 | 1781 | 2733 | 775  | 1781 | 3314 | 282  |
| Grp Volume(v), veh/h         | 25   | 0    | 74   | 107  | 0    | 322  | 1    | 245  | 244  | 203  | 206  | 213  |
| Grp Sat Flow(s), veh/h/ln    | 1058 | 0    | 1852 | 1326 | 0    | 1585 | 1781 | 1777 | 1731 | 1781 | 1777 | 1820 |
| Q Serve(g_s), s              | 0.8  | 0.0  | 1.4  | 3.0  | 0.0  | 3.7  | 0.0  | 4.5  | 4.6  | 4.5  | 2.9  | 2.9  |
| Cycle Q Clear(g_c), s        | 0.8  | 0.0  | 1.4  | 4.4  | 0.0  | 3.7  | 0.0  | 4.5  | 4.6  | 4.5  | 2.9  | 2.9  |
| Prop In Lane                 | 1.00 |      | 0.05 | 1.00 |      | 1.00 | 1.00 |      | 0.45 | 1.00 |      | 0.15 |
| Lane Grp Cap(c), veh/h       | 380  | 0    | 357  | 387  | 0    | 611  | 4    | 564  | 549  | 262  | 822  | 842  |
| V/C Ratio(X)                 | 0.07 | 0.00 | 0.21 | 0.28 | 0.00 | 0.53 | 0.23 | 0.44 | 0.44 | 0.78 | 0.25 | 0.25 |
| Avail Cap(c_a), veh/h        | 825  | 0    | 1135 | 945  | 0    | 1943 | 1092 | 1743 | 1698 | 655  | 1743 | 1784 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 13.6 | 0.0  | 13.8 | 15.7 | 0.0  | 14.8 | 20.3 | 11.0 | 11.1 | 16.8 | 6.7  | 6.7  |
| Incr Delay (d2), s/veh       | 0.1  | 0.0  | 0.3  | 0.4  | 0.0  | 0.7  | 34.3 | 1.1  | 1.2  | 1.9  | 0.3  | 0.3  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 0.3  | 0.0  | 0.9  | 1.5  | 0.0  | 2.1  | 0.1  | 2.8  | 2.8  | 3.0  | 1.5  | 1.5  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 13.7 | 0.0  | 14.1 | 16.1 | 0.0  | 15.5 | 54.6 | 12.2 | 12.3 | 18.6 | 7.0  | 7.0  |
| LnGrp LOS                    | B    |      | B    | B    |      | B    | D    | B    | B    | B    | A    | A    |
| Approach Vol, veh/h          | 99   |      |      | 429  |      |      | 490  |      |      | 622  |      |      |
| Approach Delay, s/veh        | 14.0 |      |      | 15.6 |      |      | 12.3 |      |      | 10.8 |      |      |
| Approach LOS                 | B    |      |      | B    |      |      | B    |      |      | B    |      |      |
| Timer - Assigned Phs         | 1    | 2    |      | 4    | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 4.1  | 23.9 |      | 12.9 | 10.0 | 17.9 |      | 12.9 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0  | 5.0  |      | 5.0  | 4.0  | 5.0  |      | 5.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 25.0 | 40.0 |      | 25.0 | 15.0 | 40.0 |      | 25.0 |      |      |      |      |
| Max Q Clear Time (g_c+I), s  | 12.0 | 4.9  |      | 6.4  | 6.5  | 6.6  |      | 3.4  |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 5.3  |      | 1.5  | 0.2  | 6.4  |      | 0.4  |      |      |      |      |

## Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 12.7 |
| HCM 7th LOS                  | B    |

## Notes

User approved volume balancing among the lanes for turning movement.

# HCM 7th Signalized Intersection Summary

20: Rimpau Ave & Magnolia Ave

04/17/2026



| Movement                     | EBL     | EBT  | EBR  | WBL     | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|---------|------|------|---------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↰ ↱ ↲ ↳ |      |      | ↰ ↱ ↲ ↳ |      |      | ↰ ↱  | ↱    | ↰ ↱  | ↰ ↱  | ↰ ↱  |      |
| Traffic Volume (veh/h)       | 89      | 672  | 83   | 506     | 1144 | 61   | 103  | 280  | 365  | 128  | 325  | 29   |
| Future Volume (veh/h)        | 89      | 672  | 83   | 506     | 1144 | 61   | 103  | 280  | 365  | 128  | 325  | 29   |
| Initial Q (Qb), veh          | 0       | 0    | 0    | 0       | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              | 1.00    | 1.00 | 1.00 | 1.00    | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00    |      | 1.00 | 1.00    |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00    | 1.00 | 1.00 | 1.00    | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No      |      |      | No      |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870    | 1870 | 1870 | 1870    | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 97      | 730  | 90   | 550     | 1243 | 66   | 112  | 304  | 397  | 139  | 353  | 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, %         | 2       | 2    | 2    | 2       | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 318     | 1001 | 122  | 1022    | 1659 | 88   | 138  | 418  | 354  | 162  | 400  | 36   |
| Arrive On Green              | 0.06    | 0.07 | 0.07 | 0.30    | 0.33 | 0.33 | 0.08 | 0.22 | 0.22 | 0.09 | 0.24 | 0.24 |
| Sat Flow, veh/h              | 1781    | 4609 | 564  | 3456    | 4963 | 263  | 1781 | 1870 | 1585 | 1781 | 1690 | 153  |
| Grp Volume(v), veh/h         | 97      | 538  | 282  | 550     | 852  | 457  | 112  | 304  | 397  | 139  | 0    | 385  |
| Grp Sat Flow(s),veh/h/ln     | 1781    | 1702 | 1769 | 1728    | 1702 | 1823 | 1781 | 1870 | 1585 | 1781 | 0    | 1843 |
| Q Serve(g_s), s              | 5.7     | 17.0 | 17.2 | 14.7    | 24.5 | 24.5 | 6.8  | 16.6 | 12.6 | 8.5  | 0.0  | 22.2 |
| Cycle Q Clear(g_c), s        | 5.7     | 17.0 | 17.2 | 14.7    | 24.5 | 24.5 | 6.8  | 16.6 | 12.6 | 8.5  | 0.0  | 22.2 |
| Prop In Lane                 | 1.00    |      | 0.32 | 1.00    |      | 0.14 | 1.00 |      | 1.00 | 1.00 |      | 0.08 |
| Lane Grp Cap(c), veh/h       | 318     | 739  | 384  | 1022    | 1138 | 609  | 138  | 418  | 354  | 162  | 0    | 436  |
| V/C Ratio(X)                 | 0.30    | 0.73 | 0.74 | 0.54    | 0.75 | 0.75 | 0.81 | 0.73 | 1.12 | 0.86 | 0.00 | 0.88 |
| Avail Cap(c_a), veh/h        | 318     | 836  | 434  | 1022    | 1238 | 663  | 162  | 544  | 461  | 162  | 0    | 536  |
| HCM Platoon Ratio            | 0.33    | 0.33 | 0.33 | 1.00    | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 0.88    | 0.88 | 0.88 | 1.00    | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.81 | 0.00 | 0.81 |
| Uniform Delay (d), s/veh     | 45.2    | 47.9 | 48.0 | 32.4    | 32.5 | 32.5 | 49.9 | 39.6 | 11.3 | 49.3 | 0.0  | 40.5 |
| Incr Delay (d2), s/veh       | 0.2     | 5.5  | 10.5 | 0.6     | 4.5  | 8.2  | 21.4 | 4.3  | 80.0 | 28.7 | 0.0  | 12.4 |
| Initial Q Delay(d3), s/veh   | 0.0     | 0.0  | 0.0  | 0.0     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 4.8     | 12.8 | 14.0 | 10.3    | 16.0 | 17.7 | 6.9  | 12.7 | 18.9 | 8.4  | 0.0  | 16.4 |
| Unsig. Movement Delay, s/veh |         |      |      |         |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 45.4    | 53.3 | 58.5 | 33.0    | 37.1 | 40.8 | 71.3 | 43.9 | 91.3 | 78.0 | 0.0  | 52.9 |
| LnGrp LOS                    | D       | D    | E    | C       | D    | D    | E    | D    | F    | E    |      | D    |
| Approach Vol, veh/h          | 917     |      | 1859 |         |      | 813  |      |      | 524  |      |      |      |
| Approach Delay, s/veh        | 54.1    |      | 36.8 |         |      | 70.8 |      |      | 59.5 |      |      |      |
| Approach LOS                 | D       |      | D    |         |      | E    |      |      | E    |      |      |      |
| Timer - Assigned Phs         | 1       | 2    | 3    | 4       | 5    | 6    | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 5.0     | 29.6 | 36.5 | 28.9    | 13.5 | 31.0 | 23.7 | 41.8 |      |      |      |      |
| Change Period (Y+Rc), s      | 5.0     | 5.0  | 4.0  | 5.0     | 5.0  | 5.0  | 4.0  | 5.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 10.0    | 32.0 | 22.0 | 27.0    | 10.0 | 32.0 | 9.0  | 40.0 |      |      |      |      |
| Max Q Clear Time (g_c+10), s | 10.5    | 18.6 | 16.7 | 19.2    | 8.8  | 24.2 | 7.7  | 26.5 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0     | 4.0  | 1.1  | 4.7     | 0.0  | 1.9  | 0.0  | 10.3 |      |      |      |      |
| Intersection Summary         |         |      |      |         |      |      |      |      |      |      |      |      |
| HCM 7th Control Delay, s/veh |         |      | 50.3 |         |      |      |      |      |      |      |      |      |
| HCM 7th LOS                  |         |      | D    |         |      |      |      |      |      |      |      |      |

# HCM 7th Signalized Intersection Summary

21: Magnolia Ave & Fullerton Ave

04/17/2026



| Movement                     | EBL                | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|--------------------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          | <div>↰ ↱ ↲ ↳</div> |      |      |      |      |      |      |      |      |      |      |      |
| Traffic Volume (veh/h)       | 61                 | 487  | 137  | 181  | 983  | 125  | 70   | 320  | 371  | 89   | 422  | 69   |
| Future Volume (veh/h)        | 61                 | 487  | 137  | 181  | 983  | 125  | 70   | 320  | 371  | 89   | 422  | 69   |
| Initial Q (Qb), veh          | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              | 1.00               | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00               |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00               | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No                 |      |      | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870               | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 66                 | 529  | 149  | 197  | 1068 | 136  | 76   | 348  | 403  | 97   | 459  | 75   |
| 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, %         | 2                  | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 246                | 856  | 235  | 476  | 1223 | 545  | 97   | 509  | 454  | 113  | 903  | 147  |
| Arrive On Green              | 0.14               | 0.21 | 0.21 | 0.36 | 0.46 | 0.46 | 0.05 | 0.29 | 0.29 | 0.06 | 0.30 | 0.30 |
| Sat Flow, veh/h              | 1781               | 3984 | 1093 | 1781 | 3554 | 1585 | 1781 | 1777 | 1585 | 1781 | 3060 | 497  |
| Grp Volume(v), veh/h         | 66                 | 450  | 228  | 197  | 1068 | 136  | 76   | 348  | 403  | 97   | 265  | 269  |
| Grp Sat Flow(s),veh/h/ln     | 1781               | 1702 | 1674 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 1777 | 1781 |
| Q Serve(g_s), s              | 3.6                | 13.2 | 13.6 | 9.2  | 29.9 | 4.5  | 4.6  | 19.1 | 26.8 | 5.9  | 13.6 | 13.8 |
| Cycle Q Clear(g_c), s        | 3.6                | 13.2 | 13.6 | 9.2  | 29.9 | 4.5  | 4.6  | 19.1 | 26.8 | 5.9  | 13.6 | 13.8 |
| Prop In Lane                 | 1.00               |      | 0.65 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 0.28 |
| Lane Grp Cap(c), veh/h       | 246                | 731  | 360  | 476  | 1223 | 545  | 97   | 509  | 454  | 113  | 525  | 526  |
| V/C Ratio(X)                 | 0.27               | 0.62 | 0.63 | 0.41 | 0.87 | 0.25 | 0.78 | 0.68 | 0.89 | 0.86 | 0.51 | 0.51 |
| Avail Cap(c_a), veh/h        | 246                | 1160 | 571  | 476  | 1276 | 569  | 162  | 549  | 490  | 113  | 525  | 526  |
| 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)           | 0.86               | 0.86 | 0.86 | 0.73 | 0.73 | 0.73 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 42.5               | 39.1 | 39.3 | 29.0 | 27.7 | 12.6 | 51.3 | 34.8 | 37.6 | 51.0 | 32.1 | 32.2 |
| Incr Delay (d2), s/veh       | 0.5                | 3.3  | 7.2  | 0.4  | 6.6  | 0.8  | 12.5 | 3.7  | 17.6 | 43.6 | 1.1  | 1.1  |
| Initial Q Delay(d3), s/veh   | 0.0                | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 8.0                | 9.5  | 10.1 | 6.5  | 17.4 | 3.9  | 4.3  | 13.6 | 18.2 | 7.2  | 10.0 | 10.1 |
| Unsig. Movement Delay, s/veh |                    |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 43.0               | 42.4 | 46.4 | 29.4 | 34.3 | 13.4 | 63.9 | 38.5 | 55.2 | 94.6 | 33.2 | 33.3 |
| LnGrp LOS                    | D                  | D    | D    | C    | C    | B    | E    | D    | E    | F    | C    | C    |
| Approach Vol, veh/h          | 744                |      |      | 1401 |      |      | 827  |      |      | 631  |      |      |
| Approach Delay, s/veh        | 43.7               |      |      | 31.6 |      |      | 49.0 |      |      | 42.7 |      |      |
| Approach LOS                 | D                  |      |      | C    |      |      | D    |      |      | D    |      |      |
| Timer - Assigned Phs         | 1                  | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 1.0                | 36.5 | 33.4 | 29.1 | 10.0 | 37.5 | 19.2 | 43.3 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0                | 5.0  | 4.0  | 5.5  | 4.0  | 5.0  | 4.0  | 5.5  |      |      |      |      |
| Max Green Setting (Gmax), s  | 7.0                | 34.0 | 13.0 | 37.5 | 10.0 | 31.0 | 11.0 | 39.5 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 7.0                | 28.8 | 11.2 | 15.6 | 6.6  | 15.8 | 5.6  | 31.9 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0                | 2.7  | 0.1  | 8.0  | 0.0  | 3.9  | 0.0  | 6.0  |      |      |      |      |
| Intersection Summary         |                    |      |      |      |      |      |      |      |      |      |      |      |
| HCM 7th Control Delay, s/veh | 40.0               |      |      |      |      |      |      |      |      |      |      |      |
| HCM 7th LOS                  | D                  |      |      |      |      |      |      |      |      |      |      |      |

# HCM 7th Signalized Intersection Summary

22: Kellog Ave & Magnolia Ave

04/17/2026



| Movement                       | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL   | SBT  | SBR  |
|--------------------------------|------|------|------|------|------|------|------|------|------|-------|------|------|
| Lane Configurations            |      |      |      |      |      |      |      |      |      |       |      |      |
| Traffic Volume (veh/h)         | 35   | 498  | 65   | 185  | 651  | 59   | 23   | 157  | 98   | 88    | 194  | 32   |
| Future Volume (veh/h)          | 35   | 498  | 65   | 185  | 651  | 59   | 23   | 157  | 98   | 88    | 194  | 32   |
| Initial Q (Qb), veh            | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0    | 0    |
| Lane Width Adj.                | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)            | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00  |      | 1.00 |
| Parking Bus, Adj               | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Work Zone On Approach          | No   |      |      | No   |      |      | No   |      |      | No    |      |      |
| Adj Sat Flow, veh/h/ln         | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870  | 1870 | 1870 |
| Adj Flow Rate, veh/h           | 38   | 541  | 71   | 201  | 708  | 64   | 25   | 171  | 107  | 96    | 211  | 35   |
| 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, %           | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2     | 2    | 2    |
| Cap, veh/h                     | 56   | 1672 | 746  | 226  | 1866 | 169  | 43   | 208  | 130  | 81    | 336  | 56   |
| Arrive On Green                | 0.03 | 0.47 | 0.47 | 0.25 | 1.00 | 1.00 | 0.02 | 0.19 | 0.19 | 0.05  | 0.21 | 0.21 |
| Sat Flow, veh/h                | 1781 | 3554 | 1585 | 1781 | 3296 | 298  | 1781 | 1076 | 673  | 1781  | 1564 | 259  |
| Grp Volume(v), veh/h           | 38   | 541  | 71   | 201  | 381  | 391  | 25   | 0    | 278  | 96    | 0    | 246  |
| Grp Sat Flow(s),veh/h/ln       | 1781 | 1777 | 1585 | 1781 | 1777 | 1817 | 1781 | 0    | 1749 | 1781  | 0    | 1824 |
| Q Serve(g_s), s                | 2.3  | 10.5 | 2.7  | 12.0 | 0.0  | 0.0  | 1.5  | 0.0  | 16.8 | 5.0   | 0.0  | 13.5 |
| Cycle Q Clear(g_c), s          | 2.3  | 10.5 | 2.7  | 12.0 | 0.0  | 0.0  | 1.5  | 0.0  | 16.8 | 5.0   | 0.0  | 13.5 |
| Prop In Lane                   | 1.00 |      | 1.00 | 1.00 |      | 0.16 | 1.00 |      | 0.38 | 1.00  |      | 0.14 |
| Lane Grp Cap(c), veh/h         | 56   | 1672 | 746  | 226  | 1006 | 1028 | 43   | 0    | 339  | 81    | 0    | 392  |
| V/C Ratio(X)                   | 0.68 | 0.32 | 0.10 | 0.89 | 0.38 | 0.38 | 0.58 | 0.00 | 0.82 | 1.19  | 0.00 | 0.63 |
| Avail Cap(c_a), veh/h          | 97   | 1672 | 746  | 227  | 1006 | 1028 | 97   | 0    | 747  | 81    | 0    | 763  |
| 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 | 0.00 | 1.00 | 1.00  | 0.00 | 1.00 |
| Uniform Delay (d), s/veh       | 52.7 | 18.2 | 16.1 | 40.3 | 0.0  | 0.0  | 53.1 | 0.0  | 42.5 | 52.5  | 0.0  | 39.2 |
| Incr Delay (d2), s/veh         | 13.8 | 0.5  | 0.3  | 24.8 | 0.8  | 0.7  | 11.6 | 0.0  | 6.9  | 158.4 | 0.0  | 2.4  |
| Initial Q Delay(d3), s/veh     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln       | 2.2  | 7.8  | 1.9  | 9.5  | 0.4  | 0.4  | 1.5  | 0.0  | 12.4 | 10.2  | 0.0  | 10.4 |
| Unsig. Movement Delay, s/veh   |      |      |      |      |      |      |      |      |      |       |      |      |
| LnGrp Delay(d), s/veh          | 66.5 | 18.7 | 16.4 | 65.1 | 0.8  | 0.7  | 64.7 | 0.0  | 49.4 | 210.9 | 0.0  | 41.6 |
| LnGrp LOS                      | E    | B    | B    | E    | A    | A    | E    |      | D    | F     |      | D    |
| Approach Vol, veh/h            | 650  |      |      | 973  |      |      | 303  |      |      | 342   |      |      |
| Approach Delay, s/veh          | 21.2 |      |      | 14.1 |      |      | 50.7 |      |      | 89.1  |      |      |
| Approach LOS                   | C    |      |      | B    |      |      | D    |      |      | F     |      |      |
| Timer - Assigned Phs           | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |       |      |      |
| Phs Duration (G+Y+Rc), s       | 7.9  | 56.8 | 6.7  | 28.6 | 7.4  | 67.3 | 9.0  | 26.3 |      |       |      |      |
| Change Period (Y+Rc), s        | 4.0  | 5.0  | 4.0  | 5.0  | 4.0  | 5.0  | 4.0  | 5.0  |      |       |      |      |
| Max Green Setting (Gmax), s    | 14.0 | 26.0 | 6.0  | 46.0 | 6.0  | 34.0 | 5.0  | 47.0 |      |       |      |      |
| Max Q Clear Time (g_c+14.0), s | 14.0 | 12.5 | 3.5  | 15.5 | 4.3  | 2.0  | 7.0  | 18.8 |      |       |      |      |
| Green Ext Time (p_c), s        | 0.0  | 5.4  | 0.0  | 2.2  | 0.0  | 10.8 | 0.0  | 2.5  |      |       |      |      |
| Intersection Summary           |      |      |      |      |      |      |      |      |      |       |      |      |
| HCM 7th Control Delay, s/veh   |      |      | 32.3 |      |      |      |      |      |      |       |      |      |
| HCM 7th LOS                    |      |      | C    |      |      |      |      |      |      |       |      |      |

# HCM 7th Signalized Intersection Summary

23: Magnolia Ave & Ontario Ave

04/17/2026



| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR  | NBL                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               | SBR                                                                               |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Configurations          |  |  |  |  |  |      |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 250                                                                               | 673                                                                               | 59                                                                                | 139                                                                               | 744                                                                               | 50   | 49                                                                                | 300                                                                               | 78                                                                                | 62                                                                                | 410                                                                               | 280                                                                               |
| Future Volume (veh/h)        | 250                                                                               | 673                                                                               | 59                                                                                | 139                                                                               | 744                                                                               | 50   | 49                                                                                | 300                                                                               | 78                                                                                | 62                                                                                | 410                                                                               | 280                                                                               |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |      | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870 | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              |
| Adj Flow Rate, veh/h         | 272                                                                               | 732                                                                               | 0                                                                                 | 151                                                                               | 809                                                                               | 0    | 53                                                                                | 326                                                                               | 85                                                                                | 67                                                                                | 446                                                                               | 304                                                                               |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Cap, veh/h                   | 334                                                                               | 2561                                                                              |                                                                                   | 213                                                                               | 2382                                                                              |      | 68                                                                                | 783                                                                               | 349                                                                               | 86                                                                                | 818                                                                               | 365                                                                               |
| Arrive On Green              | 0.10                                                                              | 0.50                                                                              | 0.00                                                                              | 0.06                                                                              | 0.47                                                                              | 0.00 | 0.04                                                                              | 0.22                                                                              | 0.22                                                                              | 0.05                                                                              | 0.23                                                                              | 0.23                                                                              |
| Sat Flow, veh/h              | 3456                                                                              | 5106                                                                              | 1585                                                                              | 3456                                                                              | 5274                                                                              | 0    | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                              | 3554                                                                              | 1585                                                                              |
| Grp Volume(v), veh/h         | 272                                                                               | 732                                                                               | 0                                                                                 | 151                                                                               | 809                                                                               | 0    | 53                                                                                | 326                                                                               | 85                                                                                | 67                                                                                | 446                                                                               | 304                                                                               |
| Grp Sat Flow(s),veh/h/ln     | 1728                                                                              | 1702                                                                              | 1585                                                                              | 1728                                                                              | 1702                                                                              | 0    | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1585                                                                              |
| Q Serve(g_s), s              | 8.5                                                                               | 9.2                                                                               | 0.0                                                                               | 4.7                                                                               | 11.0                                                                              | 0.0  | 3.2                                                                               | 8.7                                                                               | 4.9                                                                               | 4.1                                                                               | 12.2                                                                              | 20.1                                                                              |
| Cycle Q Clear(g_c), s        | 8.5                                                                               | 9.2                                                                               | 0.0                                                                               | 4.7                                                                               | 11.0                                                                              | 0.0  | 3.2                                                                               | 8.7                                                                               | 4.9                                                                               | 4.1                                                                               | 12.2                                                                              | 20.1                                                                              |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.00 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |
| Lane Grp Cap(c), veh/h       | 334                                                                               | 2561                                                                              |                                                                                   | 213                                                                               | 2382                                                                              |      | 68                                                                                | 783                                                                               | 349                                                                               | 86                                                                                | 818                                                                               | 365                                                                               |
| V/C Ratio(X)                 | 0.81                                                                              | 0.29                                                                              |                                                                                   | 0.71                                                                              | 0.34                                                                              |      | 0.78                                                                              | 0.42                                                                              | 0.24                                                                              | 0.78                                                                              | 0.54                                                                              | 0.83                                                                              |
| Avail Cap(c_a), veh/h        | 408                                                                               | 2561                                                                              |                                                                                   | 440                                                                               | 2382                                                                              |      | 146                                                                               | 1098                                                                              | 490                                                                               | 146                                                                               | 1098                                                                              | 490                                                                               |
| 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                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Uniform Delay (d), s/veh     | 48.7                                                                              | 16.0                                                                              | 0.0                                                                               | 50.6                                                                              | 18.6                                                                              | 0.0  | 52.4                                                                              | 36.8                                                                              | 35.3                                                                              | 51.8                                                                              | 37.3                                                                              | 40.3                                                                              |
| Incr Delay (d2), s/veh       | 8.3                                                                               | 0.3                                                                               | 0.0                                                                               | 1.6                                                                               | 0.4                                                                               | 0.0  | 6.9                                                                               | 0.4                                                                               | 0.4                                                                               | 5.6                                                                               | 0.6                                                                               | 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(95%),veh/ln     | 7.3                                                                               | 6.5                                                                               | 0.0                                                                               | 3.8                                                                               | 7.8                                                                               | 0.0  | 2.8                                                                               | 6.8                                                                               | 3.4                                                                               | 3.5                                                                               | 9.1                                                                               | 13.5                                                                              |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| LnGrp Delay(d), s/veh        | 57.0                                                                              | 16.2                                                                              | 0.0                                                                               | 52.3                                                                              | 19.0                                                                              | 0.0  | 59.3                                                                              | 37.2                                                                              | 35.7                                                                              | 57.3                                                                              | 37.8                                                                              | 49.2                                                                              |
| LnGrp LOS                    | E                                                                                 | B                                                                                 |                                                                                   | D                                                                                 | B                                                                                 |      | E                                                                                 | D                                                                                 | D                                                                                 | E                                                                                 | D                                                                                 | D                                                                                 |
| Approach Vol, veh/h          | 1004                                                                              |                                                                                   |                                                                                   | 960                                                                               |                                                                                   |      | 464                                                                               |                                                                                   |                                                                                   | 817                                                                               |                                                                                   |                                                                                   |
| Approach Delay, s/veh        | 27.3                                                                              |                                                                                   |                                                                                   | 24.2                                                                              |                                                                                   |      | 39.4                                                                              |                                                                                   |                                                                                   | 43.7                                                                              |                                                                                   |                                                                                   |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |      | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6    | 7                                                                                 | 8                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Phs Duration (G+Y+Rc), s     | 60.8                                                                              | 60.7                                                                              | 8.2                                                                               | 30.3                                                                              | 14.6                                                                              | 56.8 | 9.3                                                                               | 29.2                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.5                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.5  | 4.0                                                                               | 5.0                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Max Green Setting (Gmax), s  | 44.0                                                                              | 34.5                                                                              | 9.0                                                                               | 34.0                                                                              | 13.0                                                                              | 35.5 | 9.0                                                                               | 34.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Max Q Clear Time (g_c+I), s  | 10.7                                                                              | 11.2                                                                              | 5.2                                                                               | 22.1                                                                              | 10.5                                                                              | 13.0 | 6.1                                                                               | 10.7                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Green Ext Time (p_c), s      | 0.1                                                                               | 7.2                                                                               | 0.0                                                                               | 3.2                                                                               | 0.1                                                                               | 7.9  | 0.0                                                                               | 2.4                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

## Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 32.2 |
| HCM 7th LOS                  | C    |

## Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

# HCM 7th Signalized Intersection Summary

## 1: E Grand Blvd/Grand Blvd & 3rd Street

05/11/2026

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |  |
| Traffic Volume (veh/h)       | 30                                                                                | 48                                                                                | 195                                                                               | 11                                                                                | 32                                                                                | 30                                                                                | 97                                                                                  | 844                                                                                 | 8                                                                                   | 65                                                                                  | 929                                                                                 | 35                                                                                  |
| Future Volume (veh/h)        | 30                                                                                | 48                                                                                | 195                                                                               | 11                                                                                | 32                                                                                | 30                                                                                | 97                                                                                  | 844                                                                                 | 8                                                                                   | 65                                                                                  | 929                                                                                 | 35                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 33                                                                                | 52                                                                                | 212                                                                               | 12                                                                                | 35                                                                                | 33                                                                                | 105                                                                                 | 917                                                                                 | 9                                                                                   | 71                                                                                  | 1010                                                                                | 38                                                                                  |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 383                                                                               | 69                                                                                | 281                                                                               | 211                                                                               | 189                                                                               | 179                                                                               | 136                                                                                 | 1618                                                                                | 16                                                                                  | 111                                                                                 | 1518                                                                                | 57                                                                                  |
| Arrive On Green              | 0.21                                                                              | 0.21                                                                              | 0.21                                                                              | 0.21                                                                              | 0.21                                                                              | 0.21                                                                              | 0.08                                                                                | 0.45                                                                                | 0.45                                                                                | 0.06                                                                                | 0.43                                                                                | 0.43                                                                                |
| Sat Flow, veh/h              | 1333                                                                              | 322                                                                               | 1312                                                                              | 1115                                                                              | 885                                                                               | 835                                                                               | 1781                                                                                | 3605                                                                                | 35                                                                                  | 1781                                                                                | 3492                                                                                | 131                                                                                 |
| Grp Volume(v), veh/h         | 33                                                                                | 0                                                                                 | 264                                                                               | 12                                                                                | 0                                                                                 | 68                                                                                | 105                                                                                 | 452                                                                                 | 474                                                                                 | 71                                                                                  | 514                                                                                 | 534                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1333                                                                              | 0                                                                                 | 1634                                                                              | 1115                                                                              | 0                                                                                 | 1720                                                                              | 1781                                                                                | 1777                                                                                | 1864                                                                                | 1781                                                                                | 1777                                                                                | 1847                                                                                |
| Q Serve(g_s), s              | 1.1                                                                               | 0.0                                                                               | 7.7                                                                               | 0.5                                                                               | 0.0                                                                               | 1.6                                                                               | 2.9                                                                                 | 9.6                                                                                 | 9.6                                                                                 | 2.0                                                                                 | 11.7                                                                                | 11.7                                                                                |
| Cycle Q Clear(g_c), s        | 2.7                                                                               | 0.0                                                                               | 7.7                                                                               | 8.2                                                                               | 0.0                                                                               | 1.6                                                                               | 2.9                                                                                 | 9.6                                                                                 | 9.6                                                                                 | 2.0                                                                                 | 11.7                                                                                | 11.7                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.80                                                                              | 1.00                                                                              |                                                                                   | 0.49                                                                              | 1.00                                                                                |                                                                                     | 0.02                                                                                | 1.00                                                                                |                                                                                     | 0.07                                                                                |
| Lane Grp Cap(c), veh/h       | 383                                                                               | 0                                                                                 | 349                                                                               | 211                                                                               | 0                                                                                 | 368                                                                               | 136                                                                                 | 798                                                                                 | 837                                                                                 | 111                                                                                 | 772                                                                                 | 803                                                                                 |
| V/C Ratio(X)                 | 0.09                                                                              | 0.00                                                                              | 0.76                                                                              | 0.06                                                                              | 0.00                                                                              | 0.18                                                                              | 0.77                                                                                | 0.57                                                                                | 0.57                                                                                | 0.64                                                                                | 0.67                                                                                | 0.67                                                                                |
| Avail Cap(c_a), veh/h        | 622                                                                               | 0                                                                                 | 642                                                                               | 608                                                                               | 0                                                                                 | 980                                                                               | 525                                                                                 | 1152                                                                                | 1208                                                                                | 525                                                                                 | 1047                                                                                | 1088                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 17.5                                                                              | 0.0                                                                               | 18.8                                                                              | 22.6                                                                              | 0.0                                                                               | 16.4                                                                              | 23.1                                                                                | 10.4                                                                                | 10.4                                                                                | 23.3                                                                                | 11.4                                                                                | 11.4                                                                                |
| Incr Delay (d2), s/veh       | 0.1                                                                               | 0.0                                                                               | 3.3                                                                               | 0.1                                                                               | 0.0                                                                               | 0.2                                                                               | 3.5                                                                                 | 0.9                                                                                 | 0.9                                                                                 | 2.3                                                                                 | 1.4                                                                                 | 1.4                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 0.5                                                                               | 0.0                                                                               | 5.3                                                                               | 0.2                                                                               | 0.0                                                                               | 1.1                                                                               | 2.3                                                                                 | 5.7                                                                                 | 6.0                                                                                 | 1.5                                                                                 | 7.2                                                                                 | 7.4                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 17.6                                                                              | 0.0                                                                               | 22.1                                                                              | 22.7                                                                              | 0.0                                                                               | 16.6                                                                              | 26.5                                                                                | 11.3                                                                                | 11.2                                                                                | 25.6                                                                                | 12.9                                                                                | 12.8                                                                                |
| LnGrp LOS                    | B                                                                                 |                                                                                   | C                                                                                 | C                                                                                 |                                                                                   | B                                                                                 | C                                                                                   | B                                                                                   | B                                                                                   | C                                                                                   | B                                                                                   | B                                                                                   |
| Approach Vol, veh/h          | 297                                                                               |                                                                                   |                                                                                   | 80                                                                                |                                                                                   |                                                                                   | 1031                                                                                |                                                                                     |                                                                                     | 1119                                                                                |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 21.6                                                                              |                                                                                   |                                                                                   | 17.5                                                                              |                                                                                   |                                                                                   | 12.8                                                                                |                                                                                     |                                                                                     | 13.6                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 7.2                                                                               | 27.8                                                                              |                                                                                   | 15.9                                                                              | 7.9                                                                               | 27.1                                                                              |                                                                                     | 15.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               |                                                                                     | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 15.0                                                                              | 33.0                                                                              |                                                                                   | 20.0                                                                              | 15.0                                                                              | 30.0                                                                              |                                                                                     | 29.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 4.0                                                                               | 11.6                                                                              |                                                                                   | 9.7                                                                               | 4.9                                                                               | 13.7                                                                              |                                                                                     | 10.2                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 8.5                                                                               |                                                                                   | 1.2                                                                               | 0.1                                                                               | 8.4                                                                               |                                                                                     | 0.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 14.4                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

| Intersection             |                                                                                   |          |                                                                                   |        |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 4.4                                                                               |          |                                                                                   |        |                                                                                   |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR    | SBL                                                                               | SBT                                                                               |
| Lane Configurations      |  |          |  |        |  |  |
| Traffic Vol, veh/h       | 5                                                                                 | 201      | 761                                                                               | 13     | 388                                                                               | 751                                                                               |
| Future Vol, veh/h        | 5                                                                                 | 201      | 761                                                                               | 13     | 388                                                                               | 751                                                                               |
| 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                                                                                 | -        | -                                                                                 | -      | 50                                                                                | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -        | 0                                                                                 | -      | -                                                                                 | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -        | 0                                                                                 | -      | -                                                                                 | 0                                                                                 |
| Peak Hour Factor         | 92                                                                                | 92       | 92                                                                                | 92     | 92                                                                                | 92                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2        | 2                                                                                 | 2      | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 5                                                                                 | 218      | 827                                                                               | 14     | 422                                                                               | 816                                                                               |
|                          |                                                                                   |          |                                                                                   |        |                                                                                   |                                                                                   |
| Major/Minor              | Minor1                                                                            | Major1   |                                                                                   | Major2 |                                                                                   |                                                                                   |
| Conflicting Flow All     | 2086                                                                              | 421      | 0                                                                                 | 0      | 841                                                                               | 0                                                                                 |
| Stage 1                  | 834                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Stage 2                  | 1252                                                                              | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Critical Hdwy            | 6.84                                                                              | 6.94     | -                                                                                 | -      | 4.14                                                                              | -                                                                                 |
| Critical Hdwy Stg 1      | 5.84                                                                              | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 2      | 5.84                                                                              | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Follow-up Hdwy           | 3.52                                                                              | 3.32     | -                                                                                 | -      | 2.22                                                                              | -                                                                                 |
| Pot Cap-1 Maneuver       | 46                                                                                | 581      | -                                                                                 | -      | 790                                                                               | -                                                                                 |
| Stage 1                  | 387                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Stage 2                  | 233                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -      |                                                                                   | -                                                                                 |
| Mov Cap-1 Maneuver       | 21                                                                                | 581      | -                                                                                 | -      | 790                                                                               | -                                                                                 |
| Mov Cap-2 Maneuver       | 84                                                                                | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Stage 1                  | 387                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Stage 2                  | 108                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
|                          |                                                                                   |          |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |          |                                                                                   |        |                                                                                   |                                                                                   |
| Approach                 | WB                                                                                | NB       |                                                                                   | SB     |                                                                                   |                                                                                   |
| HCM Ctrl Dly, s/v        | 17.55                                                                             | 0        |                                                                                   | 4.99   |                                                                                   |                                                                                   |
| HCM LOS                  | C                                                                                 |          |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |          |                                                                                   |        |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 | SBL                                                                               | SBT    |                                                                                   |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | -        | 508                                                                               | 790    | -                                                                                 |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | -        | 0.441                                                                             | 0.534  | -                                                                                 |                                                                                   |
| HCM Ctrl Dly (s/v)       | -                                                                                 | -        | 17.6                                                                              | 14.7   | -                                                                                 |                                                                                   |
| HCM Lane LOS             | -                                                                                 | -        | C                                                                                 | B      | -                                                                                 |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | -        | 2.2                                                                               | 3.2    | -                                                                                 |                                                                                   |



**Intersection**

Int Delay, s/veh 1.2

**Movement** EBT EBR WBL WBT NBL NBRLane Configurations 

Traffic Vol, veh/h 416 27 9 185 37 14

Future Vol, veh/h 416 27 9 185 37 14

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 452 29 10 201 40 15

**Major/Minor** Major1 Major2 Minor1

Conflicting Flow All 0 0 482 0 688 467

Stage 1 - - - - 467 -

Stage 2 - - - - 221 -

Critical Hdwy - - 4.12 - 6.42 6.22

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy - - 2.218 - 3.518 3.318

Pot Cap-1 Maneuver - - 1081 - 412 596

Stage 1 - - - - 631 -

Stage 2 - - - - 816 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - 1081 - 408 596

Mov Cap-2 Maneuver - - - - 408 -

Stage 1 - - - - 631 -

Stage 2 - - - - 808 -

**Approach** EB WB NB

HCM Ctrl Dly, s/v 0 0.39 14.19

HCM LOS B

**Minor Lane/Major Mvmt** NBLn1 EBT EBR WBL WBT

Capacity (veh/h) 447 - - 84 -

HCM Lane V/C Ratio 0.124 - - 0.009 -

HCM Ctrl Dly (s/v) 14.2 - - 8.4 0

HCM Lane LOS B - - A A

HCM 95th %tile Q(veh) 0.4 - - 0 -



| Intersection             |      |                                                                                   |                                                                                   |      |                                                                                   |      |
|--------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 1.2  |                                                                                   |                                                                                   |      |                                                                                   |      |
| Movement                 | EBL  | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
| Lane Configurations      |      |  |  |      |  |      |
| Traffic Vol, veh/h       | 3    | 383                                                                               | 164                                                                               | 23   | 46                                                                                | 8    |
| Future Vol, veh/h        | 3    | 383                                                                               | 164                                                                               | 23   | 46                                                                                | 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         | 92   | 92                                                                                | 92                                                                                | 92   | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 3    | 416                                                                               | 178                                                                               | 25   | 50                                                                                | 9    |

| Major/Minor          | Major1 | Major2 | Minor2        |
|----------------------|--------|--------|---------------|
| Conflicting Flow All | 203    | 0      | 0 614 191     |
| Stage 1              | -      | -      | - 191 -       |
| Stage 2              | -      | -      | - 423 -       |
| Critical Hdwy        | 4.12   | -      | - 6.42 6.22   |
| Critical Hdwy Stg 1  | -      | -      | - 5.42 -      |
| Critical Hdwy Stg 2  | -      | -      | - 5.42 -      |
| Follow-up Hdwy       | 2.218  | -      | - 3.518 3.318 |
| Pot Cap-1 Maneuver   | 1368   | -      | - 456 851     |
| Stage 1              | -      | -      | - 842 -       |
| Stage 2              | -      | -      | - 661 -       |
| Platoon blocked, %   | -      | -      | -             |
| Mov Cap-1 Maneuver   | 1368   | -      | - 454 851     |
| Mov Cap-2 Maneuver   | -      | -      | - 454 -       |
| Stage 1              | -      | -      | - 839 -       |
| Stage 2              | -      | -      | - 661 -       |

| Approach          | EB   | WB | SB    |
|-------------------|------|----|-------|
| HCM Ctrl Dly, s/v | 0.06 | 0  | 13.39 |
| HCM LOS           |      |    | B     |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 14    | -   | -   | -   | 488   |
| HCM Lane V/C Ratio    | 0.002 | -   | -   | -   | 0.12  |
| HCM Ctrl Dly (s/v)    | 7.6   | 0   | -   | -   | 13.4  |
| HCM Lane LOS          | A     | A   | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   | 0.4   |

| Intersection             |                                                                                   |      |      |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 3.1                                                                               |      |      |                                                                                   |                                                                                   |      |
| Movement                 | EBT                                                                               | EBR  | WBL  | WBT                                                                               | NBL                                                                               | NBR  |
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 6                                                                                 | 460  | 3    | 10                                                                                | 168                                                                               | 0    |
| Future Vol, veh/h        | 6                                                                                 | 460  | 3    | 10                                                                                | 168                                                                               | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Free                                                                              | Free | Free | Free                                                                              | Stop                                                                              | Stop |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | -                                                                                 | -    | -    | -                                                                                 | 0                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92   | 92   | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2    | 2                                                                                 | 2                                                                                 | 2    |
| Mvmt Flow                | 7                                                                                 | 500  | 3    | 11                                                                                | 183                                                                               | 0    |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 507    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | 4.12   |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | 2.218  |
| Pot Cap-1 Maneuver   | -      | -      | 1058   |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 1058   |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach          | EB | WB   | NB    |
|-------------------|----|------|-------|
| HCM Ctrl Dly, s/v | 0  | 1.94 | 11.77 |
| HCM LOS           |    |      | B     |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 713   | -   | -   | 415   | -   |
| HCM Lane V/C Ratio    | 0.256 | -   | -   | 0.003 | -   |
| HCM Ctrl Dly (s/v)    | 11.8  | -   | -   | 8.4   | 0   |
| HCM Lane LOS          | B     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 1     | -   | -   | 0     | -   |

| Intersection             |                                                                                   |      |                                                                                   |      |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0                                                                                 |      |                                                                                   |      |                                                                                   |                                                                                   |
| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL                                                                               | SBT                                                                               |
| Lane Configurations      |  |      |  |      |  |  |
| Traffic Vol, veh/h       | 0                                                                                 | 3    | 747                                                                               | 45   | 0                                                                                 | 771                                                                               |
| Future Vol, veh/h        | 0                                                                                 | 3    | 747                                                                               | 45   | 0                                                                                 | 771                                                                               |
| 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                                                                                 | -    | -                                                                                 | -    | 50                                                                                | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | 0                                                                                 | -    | -                                                                                 | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -    | 0                                                                                 | -    | -                                                                                 | 0                                                                                 |
| Peak Hour Factor         | 92                                                                                | 92   | 92                                                                                | 92   | 92                                                                                | 92                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 0                                                                                 | 3    | 812                                                                               | 49   | 0                                                                                 | 838                                                                               |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 1255   | 430    | 0      |
| Stage 1              | 836    | -      | -      |
| Stage 2              | 419    | -      | -      |
| Critical Hdwy        | 6.84   | 6.94   | -      |
| Critical Hdwy Stg 1  | 5.84   | -      | -      |
| Critical Hdwy Stg 2  | 5.84   | -      | -      |
| Follow-up Hdwy       | 3.52   | 3.32   | -      |
| Pot Cap-1 Maneuver   | 163    | 573    | -      |
| Stage 1              | 386    | -      | -      |
| Stage 2              | 632    | -      | -      |
| Platoon blocked, %   |        | -      | -      |
| Mov Cap-1 Maneuver   | 163    | 573    | -      |
| Mov Cap-2 Maneuver   | 287    | -      | -      |
| Stage 1              | 386    | -      | -      |
| Stage 2              | 632    | -      | -      |

| Approach          | WB    | NB | SB |
|-------------------|-------|----|----|
| HCM Ctrl Dly, s/v | 11.32 | 0  | 0  |
| HCM LOS           | B     |    |    |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT |
|-----------------------|-----|----------|-------|-----|
| Capacity (veh/h)      | -   | -        | 573   | 777 |
| HCM Lane V/C Ratio    | -   | -        | 0.006 | -   |
| HCM Ctrl Dly (s/v)    | -   | -        | 11.3  | 0   |
| HCM Lane LOS          | -   | -        | B     | A   |
| HCM 95th %tile Q(veh) | -   | -        | 0     | 0   |

# HCM 7th Signalized Intersection Summary

7: E Grand Blvd & 6th St

05/11/2026

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 55                                                                                | 474                                                                               | 65                                                                                | 159                                                                               | 411                                                                               | 337                                                                               | 80                                                                                  | 428                                                                                 | 117                                                                                 | 265                                                                                 | 471                                                                                 | 19                                                                                  |
| Future Volume (veh/h)        | 55                                                                                | 474                                                                               | 65                                                                                | 159                                                                               | 411                                                                               | 337                                                                               | 80                                                                                  | 428                                                                                 | 117                                                                                 | 265                                                                                 | 471                                                                                 | 19                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 60                                                                                | 515                                                                               | 71                                                                                | 173                                                                               | 447                                                                               | 366                                                                               | 87                                                                                  | 465                                                                                 | 127                                                                                 | 288                                                                                 | 512                                                                                 | 21                                                                                  |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 77                                                                                | 704                                                                               | 597                                                                               | 162                                                                               | 793                                                                               | 672                                                                               | 110                                                                                 | 542                                                                                 | 147                                                                                 | 308                                                                                 | 1068                                                                                | 44                                                                                  |
| Arrive On Green              | 0.04                                                                              | 0.38                                                                              | 0.38                                                                              | 0.15                                                                              | 0.71                                                                              | 0.71                                                                              | 0.06                                                                                | 0.20                                                                                | 0.20                                                                                | 0.17                                                                                | 0.31                                                                                | 0.31                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                                | 2763                                                                                | 749                                                                                 | 1781                                                                                | 3479                                                                                | 142                                                                                 |
| Grp Volume(v), veh/h         | 60                                                                                | 515                                                                               | 71                                                                                | 173                                                                               | 447                                                                               | 366                                                                               | 87                                                                                  | 298                                                                                 | 294                                                                                 | 288                                                                                 | 261                                                                                 | 272                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                                | 1777                                                                                | 1735                                                                                | 1781                                                                                | 1777                                                                                | 1845                                                                                |
| Q Serve(g_s), s              | 3.7                                                                               | 26.1                                                                              | 3.2                                                                               | 10.0                                                                              | 12.8                                                                              | 12.1                                                                              | 5.3                                                                                 | 17.8                                                                                | 18.0                                                                                | 17.6                                                                                | 13.1                                                                                | 13.2                                                                                |
| Cycle Q Clear(g_c), s        | 3.7                                                                               | 26.1                                                                              | 3.2                                                                               | 10.0                                                                              | 12.8                                                                              | 12.1                                                                              | 5.3                                                                                 | 17.8                                                                                | 18.0                                                                                | 17.6                                                                                | 13.1                                                                                | 13.2                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.43                                                                                | 1.00                                                                                |                                                                                     | 0.08                                                                                |
| Lane Grp Cap(c), veh/h       | 77                                                                                | 704                                                                               | 597                                                                               | 162                                                                               | 793                                                                               | 672                                                                               | 110                                                                                 | 348                                                                                 | 340                                                                                 | 308                                                                                 | 545                                                                                 | 566                                                                                 |
| V/C Ratio(X)                 | 0.78                                                                              | 0.73                                                                              | 0.12                                                                              | 1.07                                                                              | 0.56                                                                              | 0.54                                                                              | 0.79                                                                                | 0.85                                                                                | 0.86                                                                                | 0.94                                                                                | 0.48                                                                                | 0.48                                                                                |
| Avail Cap(c_a), veh/h        | 162                                                                               | 704                                                                               | 597                                                                               | 162                                                                               | 793                                                                               | 672                                                                               | 178                                                                                 | 372                                                                                 | 363                                                                                 | 308                                                                                 | 545                                                                                 | 566                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.67                                                                              | 1.67                                                                              | 1.67                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 0.60                                                                              | 0.60                                                                              | 0.60                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 52.1                                                                              | 29.5                                                                              | 22.4                                                                              | 46.6                                                                              | 11.1                                                                              | 11.0                                                                              | 50.9                                                                                | 42.7                                                                                | 42.8                                                                                | 44.9                                                                                | 31.0                                                                                | 31.0                                                                                |
| Incr Delay (d2), s/veh       | 3.7                                                                               | 4.0                                                                               | 0.2                                                                               | 90.1                                                                              | 2.9                                                                               | 3.2                                                                               | 4.2                                                                                 | 17.1                                                                                | 18.5                                                                                | 34.4                                                                                | 1.4                                                                                 | 1.4                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 3.1                                                                               | 16.7                                                                              | 2.2                                                                               | 13.2                                                                              | 7.9                                                                               | 6.6                                                                               | 4.5                                                                                 | 14.2                                                                                | 14.2                                                                                | 16.0                                                                                | 9.8                                                                                 | 10.1                                                                                |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 55.8                                                                              | 33.5                                                                              | 22.6                                                                              | 136.7                                                                             | 14.0                                                                              | 14.2                                                                              | 55.1                                                                                | 59.8                                                                                | 61.3                                                                                | 79.3                                                                                | 32.4                                                                                | 32.3                                                                                |
| LnGrp LOS                    | E                                                                                 | C                                                                                 | C                                                                                 | F                                                                                 | B                                                                                 | B                                                                                 | E                                                                                   | E                                                                                   | E                                                                                   | E                                                                                   | C                                                                                   | C                                                                                   |
| Approach Vol, veh/h          | 646                                                                               |                                                                                   |                                                                                   | 986                                                                               |                                                                                   |                                                                                   | 679                                                                                 |                                                                                     |                                                                                     | 821                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 34.4                                                                              |                                                                                   |                                                                                   | 35.6                                                                              |                                                                                   |                                                                                   | 59.8                                                                                |                                                                                     |                                                                                     | 48.8                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | E                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 14.0                                                                              | 46.4                                                                              | 10.8                                                                              | 38.8                                                                              | 8.8                                                                               | 51.6                                                                              | 23.0                                                                                | 26.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 10.0                                                                              | 40.0                                                                              | 11.0                                                                              | 31.0                                                                              | 10.0                                                                              | 40.0                                                                              | 19.0                                                                                | 23.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 12.0                                                                              | 28.1                                                                              | 7.3                                                                               | 15.2                                                                              | 5.7                                                                               | 14.8                                                                              | 19.6                                                                                | 20.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 4.8                                                                               | 0.0                                                                               | 5.0                                                                               | 0.0                                                                               | 9.0                                                                               | 0.0                                                                                 | 1.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 44.1                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

4. EXP PM Existing plus Project - PM 5:00 pm 04/17/2026  
GTC

Synchro 12 Report  
Page 1

| Intersection             |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.4                                                                               |                                                                                   |                                                                                   |      |                                                                                   |      |
| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
| Lane Configurations      |  |  |  |      |  |      |
| Traffic Vol, veh/h       | 0                                                                                 | 815                                                                               | 851                                                                               | 4    | 0                                                                                 | 58   |
| Future Vol, veh/h        | 0                                                                                 | 815                                                                               | 851                                                                               | 4    | 0                                                                                 | 58   |
| 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, %        | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 0                                                                                 | 886                                                                               | 925                                                                               | 4    | 0                                                                                 | 63   |

| Major/Minor          | Major1 | Major2 | Minor2 |   |           |
|----------------------|--------|--------|--------|---|-----------|
| Conflicting Flow All | 929    | 0      | -      | 0 | 1370 465  |
| Stage 1              | -      | -      | -      | - | 927 -     |
| Stage 2              | -      | -      | -      | - | 443 -     |
| Critical Hdwy        | 4.14   | -      | -      | - | 6.84 6.94 |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.84 -    |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.84 -    |
| Follow-up Hdwy       | 2.22   | -      | -      | - | 3.52 3.32 |
| Pot Cap-1 Maneuver   | 732    | -      | -      | - | 137 544   |
| Stage 1              | -      | -      | -      | - | 346 -     |
| Stage 2              | -      | -      | -      | - | 614 -     |
| Platoon blocked, %   |        | -      | -      | - |           |
| Mov Cap-1 Maneuver   | 732    | -      | -      | - | 137 544   |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 258 -     |
| Stage 1              | -      | -      | -      | - | 346 -     |
| Stage 2              | -      | -      | -      | - | 614 -     |

| Approach          | EB | WB | SB    |
|-------------------|----|----|-------|
| HCM Ctrl Dly, s/v | 0  | 0  | 12.48 |
| HCM LOS           |    |    | B     |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-----|-----|-----|-----|-------|
| Capacity (veh/h)      | 732 | -   | -   | -   | 544   |
| HCM Lane V/C Ratio    | -   | -   | -   | -   | 0.116 |
| HCM Ctrl Dly (s/v)    | 0   | -   | -   | -   | 12.5  |
| HCM Lane LOS          | A   | -   | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0   | -   | -   | -   | 0.4   |

# HCM 7th Signalized Intersection Summary

9: Rimpau Ave & 6th St

04/17/2026

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 7                                                                                 | 594                                                                               | 124                                                                               | 155                                                                               | 644                                                                               | 77                                                                                | 180                                                                                 | 131                                                                                 | 208                                                                                 | 278                                                                                 | 199                                                                                 | 8                                                                                   |
| Future Volume (veh/h)        | 7                                                                                 | 594                                                                               | 124                                                                               | 155                                                                               | 644                                                                               | 77                                                                                | 180                                                                                 | 131                                                                                 | 208                                                                                 | 278                                                                                 | 199                                                                                 | 8                                                                                   |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 8                                                                                 | 646                                                                               | 135                                                                               | 168                                                                               | 700                                                                               | 84                                                                                | 196                                                                                 | 142                                                                                 | 226                                                                                 | 302                                                                                 | 216                                                                                 | 9                                                                                   |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 18                                                                                | 1097                                                                              | 229                                                                               | 199                                                                               | 1522                                                                              | 183                                                                               | 403                                                                                 | 148                                                                                 | 235                                                                                 | 287                                                                                 | 454                                                                                 | 19                                                                                  |
| Arrive On Green              | 0.00                                                                              | 0.12                                                                              | 0.12                                                                              | 0.11                                                                              | 0.48                                                                              | 0.48                                                                              | 0.09                                                                                | 0.23                                                                                | 0.23                                                                                | 0.12                                                                                | 0.25                                                                                | 0.25                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 2927                                                                              | 611                                                                               | 1781                                                                              | 3195                                                                              | 383                                                                               | 1781                                                                                | 650                                                                                 | 1034                                                                                | 1781                                                                                | 1783                                                                                | 74                                                                                  |
| Grp Volume(v), veh/h         | 8                                                                                 | 392                                                                               | 389                                                                               | 168                                                                               | 389                                                                               | 395                                                                               | 196                                                                                 | 0                                                                                   | 368                                                                                 | 302                                                                                 | 0                                                                                   | 225                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1760                                                                              | 1781                                                                              | 1777                                                                              | 1801                                                                              | 1781                                                                                | 0                                                                                   | 1684                                                                                | 1781                                                                                | 0                                                                                   | 1857                                                                                |
| Q Serve(g_s), s              | 0.5                                                                               | 22.9                                                                              | 23.0                                                                              | 10.2                                                                              | 16.1                                                                              | 16.2                                                                              | 9.3                                                                                 | 0.0                                                                                 | 23.8                                                                                | 13.0                                                                                | 0.0                                                                                 | 11.3                                                                                |
| Cycle Q Clear(g_c), s        | 0.5                                                                               | 22.9                                                                              | 23.0                                                                              | 10.2                                                                              | 16.1                                                                              | 16.2                                                                              | 9.3                                                                                 | 0.0                                                                                 | 23.8                                                                                | 13.0                                                                                | 0.0                                                                                 | 11.3                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.35                                                                              | 1.00                                                                              |                                                                                   | 0.21                                                                              | 1.00                                                                                |                                                                                     | 0.61                                                                                | 1.00                                                                                |                                                                                     | 0.04                                                                                |
| Lane Grp Cap(c), veh/h       | 18                                                                                | 666                                                                               | 660                                                                               | 199                                                                               | 847                                                                               | 858                                                                               | 403                                                                                 | 0                                                                                   | 383                                                                                 | 287                                                                                 | 0                                                                                   | 473                                                                                 |
| V/C Ratio(X)                 | 0.46                                                                              | 0.59                                                                              | 0.59                                                                              | 0.84                                                                              | 0.46                                                                              | 0.46                                                                              | 0.49                                                                                | 0.00                                                                                | 0.96                                                                                | 1.05                                                                                | 0.00                                                                                | 0.48                                                                                |
| Avail Cap(c_a), veh/h        | 162                                                                               | 666                                                                               | 660                                                                               | 275                                                                               | 847                                                                               | 858                                                                               | 403                                                                                 | 0                                                                                   | 383                                                                                 | 287                                                                                 | 0                                                                                   | 473                                                                                 |
| HCM Platoon Ratio            | 0.33                                                                              | 0.33                                                                              | 0.33                                                                              | 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                                                                              | 0.69                                                                                | 0.00                                                                                | 0.69                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 54.5                                                                              | 40.2                                                                              | 40.2                                                                              | 47.9                                                                              | 19.3                                                                              | 19.3                                                                              | 29.1                                                                                | 0.0                                                                                 | 42.0                                                                                | 31.2                                                                                | 0.0                                                                                 | 34.8                                                                                |
| Incr Delay (d2), s/veh       | 17.3                                                                              | 3.8                                                                               | 3.8                                                                               | 15.6                                                                              | 1.8                                                                               | 1.8                                                                               | 0.6                                                                                 | 0.0                                                                                 | 28.8                                                                                | 67.1                                                                                | 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(95%),veh/ln     | 0.6                                                                               | 17.2                                                                              | 17.1                                                                              | 9.2                                                                               | 11.3                                                                              | 11.4                                                                              | 6.7                                                                                 | 0.0                                                                                 | 17.7                                                                                | 17.0                                                                                | 0.0                                                                                 | 9.0                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 71.8                                                                              | 44.0                                                                              | 44.1                                                                              | 63.6                                                                              | 21.1                                                                              | 21.1                                                                              | 29.7                                                                                | 0.0                                                                                 | 70.8                                                                                | 98.3                                                                                | 0.0                                                                                 | 35.8                                                                                |
| LnGrp LOS                    | E                                                                                 | D                                                                                 | D                                                                                 | E                                                                                 | C                                                                                 | C                                                                                 | C                                                                                   |                                                                                     | E                                                                                   | F                                                                                   |                                                                                     | D                                                                                   |
| Approach Vol, veh/h          | 789                                                                               |                                                                                   |                                                                                   | 952                                                                               |                                                                                   |                                                                                   | 564                                                                                 |                                                                                     |                                                                                     | 527                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 44.3                                                                              |                                                                                   |                                                                                   | 28.6                                                                              |                                                                                   |                                                                                   | 56.5                                                                                |                                                                                     |                                                                                     | 71.6                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | E                                                                                   |                                                                                     |                                                                                     | E                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 16.3                                                                              | 46.7                                                                              | 17.0                                                                              | 30.0                                                                              | 5.1                                                                               | 57.9                                                                              | 14.0                                                                                | 33.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.5                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.5                                                                               | 4.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 17.0                                                                              | 36.5                                                                              | 13.0                                                                              | 25.0                                                                              | 10.0                                                                              | 43.5                                                                              | 10.0                                                                                | 28.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 12.2                                                                              | 25.0                                                                              | 15.0                                                                              | 25.8                                                                              | 2.5                                                                               | 18.2                                                                              | 11.3                                                                                | 13.3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.2                                                                               | 6.1                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 9.9                                                                               | 0.0                                                                                 | 1.4                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 46.5                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

4. EXP PM Existing plus Project - PM 5:00 pm 04/17/2026  
GTC

Synchro 12 Report  
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**Intersection**

Int Delay, s/veh 0.6

**Movement** EBT EBR WBL WBT NBL NBR

Lane Configurations

Traffic Vol, veh/h 416 11 5 188 13 13

Future Vol, veh/h 416 11 5 188 13 13

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 452 12 5 204 14 14

**Major/Minor** Major1 Major2 Minor1

Conflicting Flow All 0 0 464 0 673 458

Stage 1 - - - - 458 -

Stage 2 - - - - 215 -

Critical Hdwy - - 4.12 - 6.42 6.22

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy - - 2.218 - 3.518 3.318

Pot Cap-1 Maneuver - - 1097 - 420 603

Stage 1 - - - - 637 -

Stage 2 - - - - 821 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - 1097 - 418 603

Mov Cap-2 Maneuver - - - - 418 -

Stage 1 - - - - 637 -

Stage 2 - - - - 816 -

**Approach** EB WB NB

HCM Ctrl Dly, s/v 0 0.21 12.74

HCM LOS B

**Minor Lane/Major Mvmt** NBLn1 EBT EBR WBL WBT

Capacity (veh/h) 494 - - 47 -

HCM Lane V/C Ratio 0.057 - - 0.005 -

HCM Ctrl Dly (s/v) 12.7 - - 8.3 0

HCM Lane LOS B - - A A

HCM 95th %tile Q(veh) 0.2 - - 0 -

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.3  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 4    | 0    | 37   | 7    | 0    | 5    | 21   | 167  | 4    | 8    | 438  | 12   |
| Future Vol, veh/h        | 4    | 0    | 37   | 7    | 0    | 5    | 21   | 167  | 4    | 8    | 438  | 12   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 4    | 0    | 40   | 8    | 0    | 5    | 23   | 182  | 4    | 9    | 476  | 13   |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       | Major2 |   |   |       |   |   |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 727    | 732   | 483    | 723   | 736    | 184   | 489    | 0 | 0 | 186   | 0 | 0 |
| Stage 1              | 500    | 500   | -      | 229   | 229    | -     | -      | - | - | -     | - | - |
| Stage 2              | 227    | 232   | -      | 493   | 507    | -     | -      | - | - | -     | - | - |
| Critical Hdwy        | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12   | - | - | 4.12  | - | - |
| Critical Hdwy Stg 1  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Critical Hdwy Stg 2  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Follow-up Hdwy       | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218  | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver   | 339    | 349   | 584    | 342   | 346    | 859   | 1074   | - | - | 1389  | - | - |
| Stage 1              | 553    | 543   | -      | 773   | 714    | -     | -      | - | - | -     | - | - |
| Stage 2              | 776    | 713   | -      | 557   | 539    | -     | -      | - | - | -     | - | - |
| Platoon blocked, %   |        |       |        |       |        |       |        | - | - | -     | - | - |
| Mov Cap-1 Maneuver   | 326    | 337   | 584    | 308   | 335    | 859   | 1074   | - | - | 1389  | - | - |
| Mov Cap-2 Maneuver   | 326    | 337   | -      | 308   | 335    | -     | -      | - | - | -     | - | - |
| Stage 1              | 548    | 538   | -      | 755   | 697    | -     | -      | - | - | -     | - | - |
| Stage 2              | 752    | 696   | -      | 515   | 535    | -     | -      | - | - | -     | - | - |

| Approach          | EB    |  | WB    |  | NB   |  | SB   |  |
|-------------------|-------|--|-------|--|------|--|------|--|
| HCM Ctrl Dly, s/v | 12.23 |  | 13.84 |  | 0.92 |  | 0.13 |  |
| HCM LOS           | B     |  | B     |  |      |  |      |  |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1WBLn1 | SBL   | SBT   | SBR |
|-----------------------|-------|-----|-----|------------|-------|-------|-----|
| Capacity (veh/h)      | 196   | -   | -   | 542        | 420   | 31    | -   |
| HCM Lane V/C Ratio    | 0.021 | -   | -   | 0.082      | 0.031 | 0.006 | -   |
| HCM Ctrl Dly (s/v)    | 8.4   | 0   | -   | 12.2       | 13.8  | 7.6   | 0   |
| HCM Lane LOS          | A     | A   | -   | B          | B     | A     | A   |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | 0.3        | 0.1   | 0     | -   |



| Intersection             |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.1                                                                               |                                                                                   |                                                                                   |      |                                                                                   |      |
| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
| Lane Configurations      |  |  |  |      |  |      |
| Traffic Vol, veh/h       | 0                                                                                 | 790                                                                               | 810                                                                               | 16   | 0                                                                                 | 19   |
| Future Vol, veh/h        | 0                                                                                 | 790                                                                               | 810                                                                               | 16   | 0                                                                                 | 19   |
| 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, %        | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 0                                                                                 | 859                                                                               | 880                                                                               | 17   | 0                                                                                 | 21   |

| Major/Minor          | Major1 | Major2 | Minor2 |      |      |
|----------------------|--------|--------|--------|------|------|
| Conflicting Flow All | 898    | 0      | 0      | 1318 | 449  |
| Stage 1              | -      | -      | -      | 889  | -    |
| Stage 2              | -      | -      | -      | 429  | -    |
| Critical Hdwy        | 4.14   | -      | -      | 6.84 | 6.94 |
| Critical Hdwy Stg 1  | -      | -      | -      | 5.84 | -    |
| Critical Hdwy Stg 2  | -      | -      | -      | 5.84 | -    |
| Follow-up Hdwy       | 2.22   | -      | -      | 3.52 | 3.32 |
| Pot Cap-1 Maneuver   | 752    | -      | -      | 149  | 557  |
| Stage 1              | -      | -      | -      | 362  | -    |
| Stage 2              | -      | -      | -      | 624  | -    |
| Platoon blocked, %   | -      | -      | -      |      |      |
| Mov Cap-1 Maneuver   | 752    | -      | -      | 149  | 557  |
| Mov Cap-2 Maneuver   | -      | -      | -      | 270  | -    |
| Stage 1              | -      | -      | -      | 362  | -    |
| Stage 2              | -      | -      | -      | 624  | -    |

| Approach          | EB | WB | SB    |
|-------------------|----|----|-------|
| HCM Ctrl Dly, s/v | 0  | 0  | 11.71 |
| HCM LOS           |    |    | B     |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-----|-----|-----|-----|-------|
| Capacity (veh/h)      | 752 | -   | -   | -   | 557   |
| HCM Lane V/C Ratio    | -   | -   | -   | -   | 0.037 |
| HCM Ctrl Dly (s/v)    | 0   | -   | -   | -   | 11.7  |
| HCM Lane LOS          | A   | -   | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0   | -   | -   | -   | 0.1   |

# HCM 7th Signalized Intersection Summary

13: N Main St & Grand Blvd

04/17/2026

|                                           |                                                                                    |                                                                                    |  |                                                                                    |                                                                                    |  |                                                                                      |                                                                                      |  |  |                                                                                                                                                                          |  |
|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                  | EBL                                                                                                                                                                 | EBT                                                                                                                                                                 | EBR                                                                               | WBL                                                                                                                                                                 | WBT                                                                                                                                                                 | WBR                                                                               | NBL                                                                                                                                                                    | NBT                                                                                                                                                                     | NBR                                                                                 | SBL                                                                                 | SBT                                                                                                                                                                                                                                                         | SBR                                                                                 |
| Lane Configurations                       |   |   |  |   |   |  |   |   |  |  |    |                                                                                     |
| Traffic Volume (veh/h)                    | 247                                                                                                                                                                 | 315                                                                                                                                                                 | 254                                                                               | 278                                                                                                                                                                 | 136                                                                                                                                                                 | 284                                                                               | 143                                                                                                                                                                    | 781                                                                                                                                                                     | 252                                                                                 | 204                                                                                 | 844                                                                                                                                                                                                                                                         | 187                                                                                 |
| Future Volume (veh/h)                     | 247                                                                                                                                                                 | 315                                                                                                                                                                 | 254                                                                               | 278                                                                                                                                                                 | 136                                                                                                                                                                 | 284                                                                               | 143                                                                                                                                                                    | 781                                                                                                                                                                     | 252                                                                                 | 204                                                                                 | 844                                                                                                                                                                                                                                                         | 187                                                                                 |
| Initial Q (Qb), veh                       | 0                                                                                                                                                                   | 0                                                                                                                                                                   | 0                                                                                 | 0                                                                                                                                                                   | 0                                                                                                                                                                   | 0                                                                                 | 0                                                                                                                                                                      | 0                                                                                                                                                                       | 0                                                                                   | 0                                                                                   | 0                                                                                                                                                                                                                                                           | 0                                                                                   |
| Lane Width Adj.                           | 1.00                                                                                                                                                                | 1.00                                                                                                                                                                | 1.00                                                                              | 1.00                                                                                                                                                                | 1.00                                                                                                                                                                | 1.00                                                                              | 1.00                                                                                                                                                                   | 1.00                                                                                                                                                                    | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                                                                                                                                                                                        | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)                       | 1.00                                                                                                                                                                |                                                                                                                                                                     | 1.00                                                                              | 1.00                                                                                                                                                                |                                                                                                                                                                     | 1.00                                                                              | 1.00                                                                                                                                                                   |                                                                                                                                                                         | 1.00                                                                                | 1.00                                                                                |                                                                                                                                                                                                                                                             | 1.00                                                                                |
| Parking Bus, Adj                          | 1.00                                                                                                                                                                | 1.00                                                                                                                                                                | 1.00                                                                              | 1.00                                                                                                                                                                | 1.00                                                                                                                                                                | 1.00                                                                              | 1.00                                                                                                                                                                   | 1.00                                                                                                                                                                    | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                                                                                                                                                                                        | 1.00                                                                                |
| Work Zone On Approach                     | No                                                                                                                                                                  |                                                                                                                                                                     |                                                                                   | No                                                                                                                                                                  |                                                                                                                                                                     |                                                                                   | No                                                                                                                                                                     |                                                                                                                                                                         |                                                                                     | No                                                                                  |                                                                                                                                                                                                                                                             |                                                                                     |
| Adj Sat Flow, veh/h/ln                    | 1870                                                                                                                                                                | 1870                                                                                                                                                                | 1870                                                                              | 1870                                                                                                                                                                | 1870                                                                                                                                                                | 1870                                                                              | 1870                                                                                                                                                                   | 1870                                                                                                                                                                    | 1870                                                                                | 1870                                                                                | 1870                                                                                                                                                                                                                                                        | 1870                                                                                |
| Adj Flow Rate, veh/h                      | 268                                                                                                                                                                 | 342                                                                                                                                                                 | 276                                                                               | 302                                                                                                                                                                 | 148                                                                                                                                                                 | 309                                                                               | 155                                                                                                                                                                    | 849                                                                                                                                                                     | 274                                                                                 | 222                                                                                 | 917                                                                                                                                                                                                                                                         | 203                                                                                 |
| 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, %                      | 2                                                                                                                                                                   | 2                                                                                                                                                                   | 2                                                                                 | 2                                                                                                                                                                   | 2                                                                                                                                                                   | 2                                                                                 | 2                                                                                                                                                                      | 2                                                                                                                                                                       | 2                                                                                   | 2                                                                                   | 2                                                                                                                                                                                                                                                           | 2                                                                                   |
| Cap, veh/h                                | 329                                                                                                                                                                 | 772                                                                                                                                                                 | 441                                                                               | 230                                                                                                                                                                 | 671                                                                                                                                                                 | 521                                                                               | 211                                                                                                                                                                    | 1396                                                                                                                                                                    | 623                                                                                 | 249                                                                                 | 1975                                                                                                                                                                                                                                                        | 435                                                                                 |
| Arrive On Green                           | 0.10                                                                                                                                                                | 0.22                                                                                                                                                                | 0.22                                                                              | 0.07                                                                                                                                                                | 0.19                                                                                                                                                                | 0.19                                                                              | 0.06                                                                                                                                                                   | 0.39                                                                                                                                                                    | 0.39                                                                                | 0.14                                                                                | 0.47                                                                                                                                                                                                                                                        | 0.47                                                                                |
| Sat Flow, veh/h                           | 3456                                                                                                                                                                | 3554                                                                                                                                                                | 1585                                                                              | 3456                                                                                                                                                                | 3554                                                                                                                                                                | 1585                                                                              | 3456                                                                                                                                                                   | 3554                                                                                                                                                                    | 1585                                                                                | 1781                                                                                | 4185                                                                                                                                                                                                                                                        | 923                                                                                 |
| Grp Volume(v), veh/h                      | 268                                                                                                                                                                 | 342                                                                                                                                                                 | 276                                                                               | 302                                                                                                                                                                 | 148                                                                                                                                                                 | 309                                                                               | 155                                                                                                                                                                    | 849                                                                                                                                                                     | 274                                                                                 | 222                                                                                 | 745                                                                                                                                                                                                                                                         | 375                                                                                 |
| Grp Sat Flow(s),veh/h/ln                  | 1728                                                                                                                                                                | 1777                                                                                                                                                                | 1585                                                                              | 1728                                                                                                                                                                | 1777                                                                                                                                                                | 1585                                                                              | 1728                                                                                                                                                                   | 1777                                                                                                                                                                    | 1585                                                                                | 1781                                                                                | 1702                                                                                                                                                                                                                                                        | 1704                                                                                |
| Q Serve(g_s), s                           | 9.1                                                                                                                                                                 | 10.0                                                                                                                                                                | 18.3                                                                              | 8.0                                                                                                                                                                 | 4.2                                                                                                                                                                 | 19.5                                                                              | 5.3                                                                                                                                                                    | 22.9                                                                                                                                                                    | 15.2                                                                                | 14.7                                                                                | 17.8                                                                                                                                                                                                                                                        | 17.9                                                                                |
| Cycle Q Clear(g_c), s                     | 9.1                                                                                                                                                                 | 10.0                                                                                                                                                                | 18.3                                                                              | 8.0                                                                                                                                                                 | 4.2                                                                                                                                                                 | 19.5                                                                              | 5.3                                                                                                                                                                    | 22.9                                                                                                                                                                    | 15.2                                                                                | 14.7                                                                                | 17.8                                                                                                                                                                                                                                                        | 17.9                                                                                |
| Prop In Lane                              | 1.00                                                                                                                                                                |                                                                                                                                                                     | 1.00                                                                              | 1.00                                                                                                                                                                |                                                                                                                                                                     | 1.00                                                                              | 1.00                                                                                                                                                                   |                                                                                                                                                                         | 1.00                                                                                | 1.00                                                                                |                                                                                                                                                                                                                                                             | 0.54                                                                                |
| Lane Grp Cap(c), veh/h                    | 329                                                                                                                                                                 | 772                                                                                                                                                                 | 441                                                                               | 230                                                                                                                                                                 | 671                                                                                                                                                                 | 521                                                                               | 211                                                                                                                                                                    | 1396                                                                                                                                                                    | 623                                                                                 | 249                                                                                 | 1606                                                                                                                                                                                                                                                        | 804                                                                                 |
| V/C Ratio(X)                              | 0.81                                                                                                                                                                | 0.44                                                                                                                                                                | 0.63                                                                              | 1.31                                                                                                                                                                | 0.22                                                                                                                                                                | 0.59                                                                              | 0.74                                                                                                                                                                   | 0.61                                                                                                                                                                    | 0.44                                                                                | 0.89                                                                                | 0.46                                                                                                                                                                                                                                                        | 0.47                                                                                |
| Avail Cap(c_a), veh/h                     | 518                                                                                                                                                                 | 1125                                                                                                                                                                | 599                                                                               | 230                                                                                                                                                                 | 829                                                                                                                                                                 | 591                                                                               | 288                                                                                                                                                                    | 1396                                                                                                                                                                    | 623                                                                                 | 267                                                                                 | 1606                                                                                                                                                                                                                                                        | 804                                                                                 |
| HCM Platoon Ratio                         | 1.00                                                                                                                                                                | 1.00                                                                                                                                                                | 1.00                                                                              | 1.00                                                                                                                                                                | 1.00                                                                                                                                                                | 1.00                                                                              | 1.00                                                                                                                                                                   | 1.00                                                                                                                                                                    | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                                                                                                                                                                                        | 1.00                                                                                |
| Upstream Filter(I)                        | 1.00                                                                                                                                                                | 1.00                                                                                                                                                                | 1.00                                                                              | 0.67                                                                                                                                                                | 0.67                                                                                                                                                                | 0.67                                                                              | 0.94                                                                                                                                                                   | 0.94                                                                                                                                                                    | 0.94                                                                                | 1.00                                                                                | 1.00                                                                                                                                                                                                                                                        | 1.00                                                                                |
| Uniform Delay (d), s/veh                  | 53.2                                                                                                                                                                | 40.7                                                                                                                                                                | 37.8                                                                              | 56.0                                                                                                                                                                | 41.2                                                                                                                                                                | 33.6                                                                              | 55.4                                                                                                                                                                   | 29.0                                                                                                                                                                    | 26.7                                                                                | 50.7                                                                                | 21.4                                                                                                                                                                                                                                                        | 21.5                                                                                |
| Incr Delay (d2), s/veh                    | 2.6                                                                                                                                                                 | 0.4                                                                                                                                                                 | 1.5                                                                               | 159.3                                                                                                                                                               | 0.1                                                                                                                                                                 | 0.8                                                                               | 3.3                                                                                                                                                                    | 1.9                                                                                                                                                                     | 2.1                                                                                 | 27.8                                                                                | 1.0                                                                                                                                                                                                                                                         | 1.9                                                                                 |
| Initial Q Delay(d3), s/veh                | 0.0                                                                                                                                                                 | 0.0                                                                                                                                                                 | 0.0                                                                               | 0.0                                                                                                                                                                 | 0.0                                                                                                                                                                 | 0.0                                                                               | 0.0                                                                                                                                                                    | 0.0                                                                                                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                                                                                                                                                                                         | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln                  | 7.3                                                                                                                                                                 | 7.9                                                                                                                                                                 | 11.7                                                                              | 13.6                                                                                                                                                                | 3.4                                                                                                                                                                 | 11.3                                                                              | 4.3                                                                                                                                                                    | 15.1                                                                                                                                                                    | 10.0                                                                                | 13.2                                                                                | 11.6                                                                                                                                                                                                                                                        | 12.0                                                                                |
| Unsig. Movement Delay, s/veh              |                                                                                                                                                                     |                                                                                                                                                                     |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                     |                                                                                   |                                                                                                                                                                        |                                                                                                                                                                         |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| LnGrp Delay(d), s/veh                     | 55.8                                                                                                                                                                | 41.1                                                                                                                                                                | 39.3                                                                              | 215.3                                                                                                                                                               | 41.3                                                                                                                                                                | 34.5                                                                              | 58.7                                                                                                                                                                   | 30.9                                                                                                                                                                    | 28.8                                                                                | 78.6                                                                                | 22.4                                                                                                                                                                                                                                                        | 23.4                                                                                |
| LnGrp LOS                                 | E                                                                                                                                                                   | D                                                                                                                                                                   | D                                                                                 | F                                                                                                                                                                   | D                                                                                                                                                                   | C                                                                                 | E                                                                                                                                                                      | C                                                                                                                                                                       | C                                                                                   | E                                                                                   | C                                                                                                                                                                                                                                                           | C                                                                                   |
| Approach Vol, veh/h                       | 886                                                                                                                                                                 |                                                                                                                                                                     |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                     | 759                                                                               |                                                                                                                                                                        | 1278                                                                                                                                                                    |                                                                                     | 1342                                                                                |                                                                                                                                                                                                                                                             |                                                                                     |
| Approach Delay, s/veh                     | 45.0                                                                                                                                                                |                                                                                                                                                                     |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                     | 107.7                                                                             |                                                                                                                                                                        | 33.8                                                                                                                                                                    |                                                                                     | 32.0                                                                                |                                                                                                                                                                                                                                                             |                                                                                     |
| Approach LOS                              | D                                                                                                                                                                   |                                                                                                                                                                     |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                     | F                                                                                 |                                                                                                                                                                        | C                                                                                                                                                                       |                                                                                     | C                                                                                   |                                                                                                                                                                                                                                                             |                                                                                     |
| Timer - Assigned Phs                      | 1                                                                                                                                                                   | 2                                                                                                                                                                   | 3                                                                                 | 4                                                                                                                                                                   | 5                                                                                                                                                                   | 6                                                                                 | 7                                                                                                                                                                      | 8                                                                                                                                                                       |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Phs Duration (G+Y+Rc), s                  | 21.8                                                                                                                                                                | 53.2                                                                                                                                                                | 13.0                                                                              | 32.1                                                                                                                                                                | 12.3                                                                                                                                                                | 62.6                                                                              | 16.4                                                                                                                                                                   | 28.6                                                                                                                                                                    |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Change Period (Y+Rc), s                   | 5.0                                                                                                                                                                 | 6.0                                                                                                                                                                 | 5.0                                                                               | 6.0                                                                                                                                                                 | 5.0                                                                                                                                                                 | 6.0                                                                               | 5.0                                                                                                                                                                    | 6.0                                                                                                                                                                     |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Max Green Setting (Gmax), s               | 18.0                                                                                                                                                                | 34.0                                                                                                                                                                | 8.0                                                                               | 38.0                                                                                                                                                                | 10.0                                                                                                                                                                | 42.0                                                                              | 18.0                                                                                                                                                                   | 28.0                                                                                                                                                                    |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Max Q Clear Time (g_c+I1), s              | 16.7                                                                                                                                                                | 24.9                                                                                                                                                                | 10.0                                                                              | 20.3                                                                                                                                                                | 7.3                                                                                                                                                                 | 19.9                                                                              | 11.1                                                                                                                                                                   | 21.5                                                                                                                                                                    |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Green Ext Time (p_c), s                   | 0.1                                                                                                                                                                 | 5.6                                                                                                                                                                 | 0.0                                                                               | 3.0                                                                                                                                                                 | 0.1                                                                                                                                                                 | 10.9                                                                              | 0.3                                                                                                                                                                    | 1.1                                                                                                                                                                     |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Intersection Summary                      |                                                                                                                                                                     |                                                                                                                                                                     |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                     |                                                                                   |                                                                                                                                                                        |                                                                                                                                                                         |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| HCM 7th Control Delay, s/veh              | 48.7                                                                                                                                                                |                                                                                                                                                                     |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                     |                                                                                   |                                                                                                                                                                        |                                                                                                                                                                         |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| HCM 7th LOS                               | D                                                                                                                                                                   |                                                                                                                                                                     |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                     |                                                                                   |                                                                                                                                                                        |                                                                                                                                                                         |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| Notes                                     |                                                                                                                                                                     |                                                                                                                                                                     |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                     |                                                                                   |                                                                                                                                                                        |                                                                                                                                                                         |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |
| User approved changes to right turn type. |                                                                                                                                                                     |                                                                                                                                                                     |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                     |                                                                                   |                                                                                                                                                                        |                                                                                                                                                                         |                                                                                     |                                                                                     |                                                                                                                                                                                                                                                             |                                                                                     |

4. EXP PM Existing plus Project - PM 5:00 pm 04/17/2026  
GTC

Synchro 12 Report  
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# HCM 7th Signalized Intersection Summary

## 14: N Main St & SR 91 WB Ramps

04/17/2026



| Movement                                                             | EBL | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|----------------------------------------------------------------------|-----|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations                                                  |     |      |      | ↰    | ↰    | ↰    | ↰    | ↰    |      |      | ↰    | ↰    |
| Traffic Volume (veh/h)                                               | 0   | 0    | 0    | 377  | 6    | 440  | 300  | 741  | 0    | 0    | 836  | 522  |
| Future Volume (veh/h)                                                | 0   | 0    | 0    | 377  | 6    | 440  | 300  | 741  | 0    | 0    | 836  | 522  |
| Initial Q (Qb), veh                                                  |     |      |      | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.                                                      |     |      |      | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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                                               |     |      |      | 1870 | 1870 | 1870 | 1870 | 1870 | 0    | 0    | 1870 | 1870 |
| Adj Flow Rate, veh/h                                                 |     |      |      | 415  | 0    | 478  | 326  | 805  | 0    | 0    | 909  | 567  |
| Peak Hour Factor                                                     |     |      |      | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %                                                 |     |      |      | 2    | 2    | 2    | 2    | 2    | 0    | 0    | 2    | 2    |
| Cap, veh/h                                                           |     |      |      | 636  | 0    | 566  | 391  | 3675 | 0    | 0    | 2708 | 890  |
| Arrive On Green                                                      |     |      |      | 0.18 | 0.00 | 0.18 | 0.23 | 1.00 | 0.00 | 0.00 | 0.56 | 0.56 |
| Sat Flow, veh/h                                                      |     |      |      | 3563 | 0    | 3170 | 3456 | 5274 | 0    | 0    | 5087 | 1585 |
| Grp Volume(v), veh/h                                                 |     |      |      | 415  | 0    | 478  | 326  | 805  | 0    | 0    | 909  | 567  |
| Grp Sat Flow(s),veh/h/ln                                             |     |      |      | 1781 | 0    | 1585 | 1728 | 1702 | 0    | 0    | 1609 | 1585 |
| Q Serve(g_s), s                                                      |     |      |      | 11.9 | 0.0  | 16.0 | 9.9  | 0.0  | 0.0  | 0.0  | 11.2 | 26.9 |
| Cycle Q Clear(g_c), s                                                |     |      |      | 11.9 | 0.0  | 16.0 | 9.9  | 0.0  | 0.0  | 0.0  | 11.2 | 26.9 |
| Prop In Lane                                                         |     |      |      | 1.00 |      | 1.00 | 1.00 |      | 0.00 | 0.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h                                               |     |      |      | 636  | 0    | 566  | 391  | 3675 | 0    | 0    | 2708 | 890  |
| V/C Ratio(X)                                                         |     |      |      | 0.65 | 0.00 | 0.85 | 0.83 | 0.22 | 0.00 | 0.00 | 0.34 | 0.64 |
| Avail Cap(c_a), veh/h                                                |     |      |      | 881  | 0    | 784  | 848  | 3675 | 0    | 0    | 2708 | 890  |
| HCM Platoon Ratio                                                    |     |      |      | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)                                                   |     |      |      | 1.00 | 0.00 | 1.00 | 0.95 | 0.95 | 0.00 | 0.00 | 0.77 | 0.77 |
| Uniform Delay (d), s/veh                                             |     |      |      | 42.0 | 0.0  | 43.7 | 41.6 | 0.0  | 0.0  | 0.0  | 13.0 | 16.5 |
| Incr Delay (d2), s/veh                                               |     |      |      | 0.4  | 0.0  | 4.6  | 1.7  | 0.1  | 0.0  | 0.0  | 0.3  | 2.7  |
| Initial Q Delay(d3), s/veh                                           |     |      |      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln                                             |     |      |      | 9.0  | 0.0  | 10.8 | 6.9  | 0.1  | 0.0  | 0.0  | 6.9  | 14.5 |
| Unsig. Movement Delay, s/veh                                         |     |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh                                                |     |      |      | 42.4 | 0.0  | 48.3 | 43.3 | 0.1  | 0.0  | 0.0  | 13.3 | 19.2 |
| LnGrp LOS                                                            |     |      |      | D    |      | D    | D    | A    |      |      | B    | B    |
| Approach Vol, veh/h                                                  |     |      |      |      | 893  |      |      | 1131 |      |      | 1476 |      |
| Approach Delay, s/veh                                                |     |      |      |      | 45.6 |      |      | 12.6 |      |      | 15.6 |      |
| Approach LOS                                                         |     |      |      |      | D    |      |      | B    |      |      | B    |      |
| Timer - Assigned Phs                                                 |     | 2    |      |      | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s                                             |     | 84.6 |      |      | 17.4 | 67.1 |      | 25.4 |      |      |      |      |
| Change Period (Y+Rc), s                                              |     | 5.4  |      |      | 5.0  | 5.4  |      | 5.8  |      |      |      |      |
| Max Green Setting (Gmax), s                                          |     | 71.6 |      |      | 27.0 | 39.6 |      | 27.2 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s                                         |     | 2.0  |      |      | 11.9 | 28.9 |      | 18.0 |      |      |      |      |
| Green Ext Time (p_c), s                                              |     | 4.4  |      |      | 0.5  | 5.5  |      | 1.6  |      |      |      |      |
| <b>Intersection Summary</b>                                          |     |      |      |      |      |      |      |      |      |      |      |      |
| HCM 7th Control Delay, s/veh                                         |     |      | 22.3 |      |      |      |      |      |      |      |      |      |
| HCM 7th LOS                                                          |     |      | C    |      |      |      |      |      |      |      |      |      |
| <b>Notes</b>                                                         |     |      |      |      |      |      |      |      |      |      |      |      |
| User approved volume balancing among the lanes for turning movement. |     |      |      |      |      |      |      |      |      |      |      |      |

HCM 7th Signalized Intersection Summary  
15: S Main St/N Main St & SR 91 EB Ramps

04/17/2026



| Movement                       | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL | WBT  | WBR | NBL  | NBT                                                                               | NBR                                                                                | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
|--------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----|------|-----|------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Configurations            |  |  |  |     |      |     |      |  |  |  |  |  |
| Traffic Volume (veh/h)         | 403                                                                               | 81                                                                                | 409                                                                               | 0   | 0    | 0   | 0    | 631                                                                               | 541                                                                                | 450                                                                                 | 755                                                                                 | 0                                                                                   |
| Future Volume (veh/h)          | 403                                                                               | 81                                                                                | 409                                                                               | 0   | 0    | 0   | 0    | 631                                                                               | 541                                                                                | 450                                                                                 | 755                                                                                 | 0                                                                                   |
| Initial Q (Qb), veh            | 0                                                                                 | 0                                                                                 | 0                                                                                 |     |      |     | 0    | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.                | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |     |      |     | 1.00 | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| 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         | 1870                                                                              | 1870                                                                              | 1870                                                                              |     |      |     | 0    | 1870                                                                              | 1870                                                                               | 1870                                                                                | 1870                                                                                | 0                                                                                   |
| Adj Flow Rate, veh/h           | 501                                                                               | 0                                                                                 | 445                                                                               |     |      |     | 0    | 686                                                                               | 588                                                                                | 489                                                                                 | 821                                                                                 | 0                                                                                   |
| Peak Hour Factor               | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |     |      |     | 0.92 | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %           | 2                                                                                 | 2                                                                                 | 2                                                                                 |     |      |     | 0    | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 0                                                                                   |
| Cap, veh/h                     | 557                                                                               | 0                                                                                 | 495                                                                               |     |      |     | 0    | 4021                                                                              | 841                                                                                | 572                                                                                 | 3788                                                                                | 0                                                                                   |
| Arrive On Green                | 0.16                                                                              | 0.00                                                                              | 0.16                                                                              |     |      |     | 0.00 | 1.00                                                                              | 1.00                                                                               | 0.05                                                                                | 0.24                                                                                | 0.00                                                                                |
| Sat Flow, veh/h                | 3563                                                                              | 0                                                                                 | 3170                                                                              |     |      |     | 0    | 7930                                                                              | 1585                                                                               | 3456                                                                                | 5274                                                                                | 0                                                                                   |
| Grp Volume(v), veh/h           | 501                                                                               | 0                                                                                 | 445                                                                               |     |      |     | 0    | 686                                                                               | 588                                                                                | 489                                                                                 | 821                                                                                 | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln       | 1781                                                                              | 0                                                                                 | 1585                                                                              |     |      |     | 0    | 1515                                                                              | 1585                                                                               | 1728                                                                                | 1702                                                                                | 0                                                                                   |
| Q Serve(g_s), s                | 15.2                                                                              | 0.0                                                                               | 15.2                                                                              |     |      |     | 0.0  | 0.0                                                                               | 0.0                                                                                | 15.4                                                                                | 14.1                                                                                | 0.0                                                                                 |
| Cycle Q Clear(g_c), s          | 15.2                                                                              | 0.0                                                                               | 15.2                                                                              |     |      |     | 0.0  | 0.0                                                                               | 0.0                                                                                | 15.4                                                                                | 14.1                                                                                | 0.0                                                                                 |
| Prop In Lane                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |     |      |     | 0.00 |                                                                                   | 1.00                                                                               | 1.00                                                                                |                                                                                     | 0.00                                                                                |
| Lane Grp Cap(c), veh/h         | 557                                                                               | 0                                                                                 | 495                                                                               |     |      |     | 0    | 4021                                                                              | 841                                                                                | 572                                                                                 | 3788                                                                                | 0                                                                                   |
| V/C Ratio(X)                   | 0.90                                                                              | 0.00                                                                              | 0.90                                                                              |     |      |     | 0.00 | 0.17                                                                              | 0.70                                                                               | 0.85                                                                                | 0.22                                                                                | 0.00                                                                                |
| Avail Cap(c_a), veh/h          | 557                                                                               | 0                                                                                 | 496                                                                               |     |      |     | 0    | 4021                                                                              | 841                                                                                | 880                                                                                 | 3788                                                                                | 0                                                                                   |
| HCM Platoon Ratio              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |     |      |     | 1.00 | 2.00                                                                              | 2.00                                                                               | 0.33                                                                                | 0.33                                                                                | 1.00                                                                                |
| Upstream Filter(I)             | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              |     |      |     | 0.00 | 0.87                                                                              | 0.87                                                                               | 0.88                                                                                | 0.88                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh       | 45.6                                                                              | 0.0                                                                               | 45.5                                                                              |     |      |     | 0.0  | 0.0                                                                               | 0.0                                                                                | 50.7                                                                                | 16.0                                                                                | 0.0                                                                                 |
| Incr Delay (d2), s/veh         | 17.1                                                                              | 0.0                                                                               | 18.5                                                                              |     |      |     | 0.0  | 0.1                                                                               | 4.2                                                                                | 2.8                                                                                 | 0.1                                                                                 | 0.0                                                                                 |
| Initial Q Delay(d3), s/veh     | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |     |      |     | 0.0  | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln       | 12.6                                                                              | 0.0                                                                               | 11.6                                                                              |     |      |     | 0.0  | 0.0                                                                               | 1.8                                                                                | 11.6                                                                                | 10.3                                                                                | 0.0                                                                                 |
| Unsig. Movement Delay, s/veh   |                                                                                   |                                                                                   |                                                                                   |     |      |     |      |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh          | 62.7                                                                              | 0.0                                                                               | 64.1                                                                              |     |      |     | 0.0  | 0.1                                                                               | 4.2                                                                                | 53.5                                                                                | 16.2                                                                                | 0.0                                                                                 |
| LnGrp LOS                      | E                                                                                 |                                                                                   | E                                                                                 |     |      |     |      | A                                                                                 | A                                                                                  | D                                                                                   | B                                                                                   |                                                                                     |
| Approach Vol, veh/h            | 946                                                                               |                                                                                   |                                                                                   |     |      |     | 1274 |                                                                                   |                                                                                    | 1310                                                                                |                                                                                     |                                                                                     |
| Approach Delay, s/veh          | 63.3                                                                              |                                                                                   |                                                                                   |     |      |     | 2.0  |                                                                                   |                                                                                    | 30.1                                                                                |                                                                                     |                                                                                     |
| Approach LOS                   | E                                                                                 |                                                                                   |                                                                                   |     |      |     | A    |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs           | 1                                                                                 | 2                                                                                 | 4                                                                                 |     | 6    |     |      |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s       | 23.2                                                                              | 63.8                                                                              | 23.0                                                                              |     | 87.0 |     |      |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s        | 5.0                                                                               | 5.4                                                                               | 5.8                                                                               |     | 5.4  |     |      |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s    | 28.0                                                                              | 48.6                                                                              | 17.2                                                                              |     | 81.6 |     |      |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+17.4), s | 17.4                                                                              | 2.0                                                                               | 17.2                                                                              |     | 16.1 |     |      |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s        | 0.8                                                                               | 4.9                                                                               | 0.0                                                                               |     | 4.5  |     |      |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |

Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 28.9 |
| HCM 7th LOS                  | C    |

Notes

User approved volume balancing among the lanes for turning movement.

# HCM 7th Signalized Intersection Summary

16: S Main St & 3rd Street

04/17/2026



| Movement                       | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL   | SBT  | SBR  |
|--------------------------------|------|------|------|------|------|------|------|------|------|-------|------|------|
| Lane Configurations            | ↰↱   | ↱    |      | ↰    | ↱    |      | ↰↱↱↱ |      |      | ↰     | ↱↱↱  | ↱    |
| Traffic Volume (veh/h)         | 191  | 88   | 21   | 23   | 52   | 189  | 11   | 794  | 23   | 204   | 822  | 135  |
| Future Volume (veh/h)          | 191  | 88   | 21   | 23   | 52   | 189  | 11   | 794  | 23   | 204   | 822  | 135  |
| Initial Q (Qb), veh            | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0    | 0    |
| Lane Width Adj.                | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)            | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00  |      | 1.00 |
| Parking Bus, Adj               | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Work Zone On Approach          | No   |      |      | No   |      |      | No   |      |      | No    |      |      |
| Adj Sat Flow, veh/h/ln         | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870  | 1870 | 1870 |
| Adj Flow Rate, veh/h           | 208  | 96   | 23   | 25   | 57   | 205  | 12   | 863  | 25   | 222   | 893  | 147  |
| 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, %           | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2     | 2    | 2    |
| Cap, veh/h                     | 274  | 353  | 85   | 43   | 67   | 240  | 25   | 2328 | 67   | 178   | 2770 | 985  |
| Arrive On Green                | 0.08 | 0.24 | 0.24 | 0.02 | 0.19 | 0.19 | 0.01 | 0.46 | 0.46 | 0.20  | 1.00 | 1.00 |
| Sat Flow, veh/h                | 3456 | 1458 | 349  | 1781 | 357  | 1283 | 1781 | 5100 | 148  | 1781  | 5106 | 1585 |
| Grp Volume(v), veh/h           | 208  | 0    | 119  | 25   | 0    | 262  | 12   | 576  | 312  | 222   | 893  | 147  |
| Grp Sat Flow(s),veh/h/ln       | 1728 | 0    | 1807 | 1781 | 0    | 1639 | 1781 | 1702 | 1844 | 1781  | 1702 | 1585 |
| Q Serve(g_s), s                | 6.5  | 0.0  | 5.9  | 1.5  | 0.0  | 17.0 | 0.7  | 12.2 | 12.2 | 11.0  | 0.0  | 0.0  |
| Cycle Q Clear(g_c), s          | 6.5  | 0.0  | 5.9  | 1.5  | 0.0  | 17.0 | 0.7  | 12.2 | 12.2 | 11.0  | 0.0  | 0.0  |
| Prop In Lane                   | 1.00 |      | 0.19 | 1.00 |      | 0.78 | 1.00 |      | 0.08 | 1.00  |      | 1.00 |
| Lane Grp Cap(c), veh/h         | 274  | 0    | 437  | 43   | 0    | 307  | 25   | 1554 | 842  | 178   | 2770 | 985  |
| V/C Ratio(X)                   | 0.76 | 0.00 | 0.27 | 0.58 | 0.00 | 0.85 | 0.48 | 0.37 | 0.37 | 1.25  | 0.32 | 0.15 |
| Avail Cap(c_a), veh/h          | 393  | 0    | 674  | 170  | 0    | 581  | 162  | 1554 | 842  | 178   | 2770 | 985  |
| 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 | 0.00 | 1.00 | 0.95 | 0.00 | 0.95 | 0.80 | 0.80 | 0.80 | 0.96  | 0.96 | 0.96 |
| Uniform Delay (d), s/veh       | 49.6 | 0.0  | 33.8 | 53.1 | 0.0  | 43.3 | 53.8 | 19.6 | 19.6 | 44.0  | 0.0  | 0.0  |
| Incr Delay (d2), s/veh         | 5.2  | 0.0  | 0.3  | 4.3  | 0.0  | 6.4  | 4.3  | 0.5  | 1.0  | 147.7 | 0.3  | 0.3  |
| Initial Q Delay(d3), s/veh     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln       | 5.4  | 0.0  | 4.7  | 1.3  | 0.0  | 11.7 | 0.6  | 8.1  | 8.8  | 18.5  | 0.1  | 0.2  |
| Unsig. Movement Delay, s/veh   |      |      |      |      |      |      |      |      |      |       |      |      |
| LnGrp Delay(d), s/veh          | 54.8 | 0.0  | 34.2 | 57.4 | 0.0  | 49.7 | 58.1 | 20.1 | 20.6 | 191.7 | 0.3  | 0.3  |
| LnGrp LOS                      | D    |      | C    | E    |      | D    | E    | C    | C    | F     | A    | A    |
| Approach Vol, veh/h            | 327  |      |      |      | 287  |      | 900  |      |      |       | 1262 |      |
| Approach Delay, s/veh          | 47.3 |      |      |      | 50.4 |      | 20.8 |      |      |       | 34.0 |      |
| Approach LOS                   | D    |      |      |      | D    |      | C    |      |      |       | C    |      |
| Timer - Assigned Phs           | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |       |      |      |
| Phs Duration (G+Y+Rc), s       | 55.2 | 55.2 | 7.2  | 31.6 | 6.5  | 64.7 | 13.2 | 25.6 |      |       |      |      |
| Change Period (Y+Rc), s        | 5.0  | 5.0  | 4.5  | 5.0  | 5.0  | 5.0  | 4.5  | 5.0  |      |       |      |      |
| Max Green Setting (Gmax), s    | 28.0 | 28.0 | 10.5 | 41.0 | 10.0 | 29.0 | 12.5 | 39.0 |      |       |      |      |
| Max Q Clear Time (g_c+11.3), s | 14.2 | 14.2 | 3.5  | 7.9  | 2.7  | 2.0  | 8.5  | 19.0 |      |       |      |      |
| Green Ext Time (p_c), s        | 0.0  | 6.4  | 0.0  | 0.7  | 0.0  | 10.6 | 0.2  | 1.6  |      |       |      |      |

## Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 33.0 |
| HCM 7th LOS                  | C    |

## Notes

User approved pedestrian interval to be less than phase max green.

# HCM 7th Signalized Intersection Summary

17: S Main St & 6th St

04/17/2026

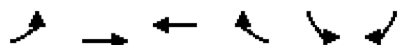


| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               | SBR                                                                               |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 111                                                                               | 465                                                                               | 48                                                                                | 42                                                                                | 382                                                                               | 82                                                                                | 76                                                                                | 567                                                                               | 65                                                                                | 147                                                                               | 642                                                                               | 80                                                                                |
| Future Volume (veh/h)        | 111                                                                               | 465                                                                               | 48                                                                                | 42                                                                                | 382                                                                               | 82                                                                                | 76                                                                                | 567                                                                               | 65                                                                                | 147                                                                               | 642                                                                               | 80                                                                                |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              |
| Adj Flow Rate, veh/h         | 121                                                                               | 505                                                                               | 52                                                                                | 46                                                                                | 415                                                                               | 89                                                                                | 83                                                                                | 616                                                                               | 71                                                                                | 160                                                                               | 698                                                                               | 87                                                                                |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Cap, veh/h                   | 150                                                                               | 571                                                                               | 484                                                                               | 64                                                                                | 482                                                                               | 408                                                                               | 106                                                                               | 1238                                                                              | 552                                                                               | 160                                                                               | 1346                                                                              | 600                                                                               |
| Arrive On Green              | 0.08                                                                              | 0.31                                                                              | 0.31                                                                              | 0.04                                                                              | 0.26                                                                              | 0.26                                                                              | 0.06                                                                              | 0.35                                                                              | 0.35                                                                              | 0.09                                                                              | 0.38                                                                              | 0.38                                                                              |
| Sat Flow, veh/h              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                              | 3554                                                                              | 1585                                                                              |
| Grp Volume(v), veh/h         | 121                                                                               | 505                                                                               | 52                                                                                | 46                                                                                | 415                                                                               | 89                                                                                | 83                                                                                | 616                                                                               | 71                                                                                | 160                                                                               | 698                                                                               | 87                                                                                |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1585                                                                              |
| Q Serve(g_s), s              | 6.7                                                                               | 25.7                                                                              | 2.4                                                                               | 2.6                                                                               | 21.2                                                                              | 4.4                                                                               | 4.6                                                                               | 13.7                                                                              | 3.1                                                                               | 9.0                                                                               | 15.2                                                                              | 3.6                                                                               |
| Cycle Q Clear(g_c), s        | 6.7                                                                               | 25.7                                                                              | 2.4                                                                               | 2.6                                                                               | 21.2                                                                              | 4.4                                                                               | 4.6                                                                               | 13.7                                                                              | 3.1                                                                               | 9.0                                                                               | 15.2                                                                              | 3.6                                                                               |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |
| Lane Grp Cap(c), veh/h       | 150                                                                               | 571                                                                               | 484                                                                               | 64                                                                                | 482                                                                               | 408                                                                               | 106                                                                               | 1238                                                                              | 552                                                                               | 160                                                                               | 1346                                                                              | 600                                                                               |
| V/C Ratio(X)                 | 0.81                                                                              | 0.88                                                                              | 0.11                                                                              | 0.72                                                                              | 0.86                                                                              | 0.22                                                                              | 0.78                                                                              | 0.50                                                                              | 0.13                                                                              | 1.00                                                                              | 0.52                                                                              | 0.14                                                                              |
| Avail Cap(c_a), veh/h        | 178                                                                               | 673                                                                               | 571                                                                               | 89                                                                                | 580                                                                               | 491                                                                               | 160                                                                               | 1238                                                                              | 552                                                                               | 160                                                                               | 1346                                                                              | 600                                                                               |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              |
| Uniform Delay (d), s/veh     | 45.0                                                                              | 33.0                                                                              | 24.9                                                                              | 47.7                                                                              | 35.4                                                                              | 29.2                                                                              | 46.4                                                                              | 25.7                                                                              | 22.2                                                                              | 45.5                                                                              | 24.0                                                                              | 20.4                                                                              |
| Incr Delay (d2), s/veh       | 17.4                                                                              | 12.6                                                                              | 0.1                                                                               | 6.0                                                                               | 9.8                                                                               | 0.3                                                                               | 6.5                                                                               | 1.4                                                                               | 0.5                                                                               | 69.4                                                                              | 1.4                                                                               | 0.5                                                                               |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| %ile BackOfQ(95%),veh/ln     | 6.6                                                                               | 19.3                                                                              | 1.6                                                                               | 2.2                                                                               | 15.6                                                                              | 3.1                                                                               | 4.0                                                                               | 9.9                                                                               | 2.2                                                                               | 11.3                                                                              | 10.6                                                                              | 2.5                                                                               |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| LnGrp Delay(d), s/veh        | 62.4                                                                              | 45.6                                                                              | 25.1                                                                              | 53.7                                                                              | 45.2                                                                              | 29.5                                                                              | 52.8                                                                              | 27.1                                                                              | 22.7                                                                              | 114.9                                                                             | 25.4                                                                              | 20.9                                                                              |
| LnGrp LOS                    | E                                                                                 | D                                                                                 | C                                                                                 | D                                                                                 | D                                                                                 | C                                                                                 | D                                                                                 | C                                                                                 | C                                                                                 | F                                                                                 | C                                                                                 | C                                                                                 |
| Approach Vol, veh/h          | 678                                                                               |                                                                                   | 550                                                                               |                                                                                   |                                                                                   | 770                                                                               |                                                                                   |                                                                                   | 945                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay, s/veh        | 47.1                                                                              |                                                                                   | 43.4                                                                              |                                                                                   |                                                                                   | 29.5                                                                              |                                                                                   |                                                                                   | 40.1                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                 | D                                                                                 |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                 | 8                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Phs Duration (G+Y+Rc), s     | 40.8                                                                              | 40.8                                                                              | 8.6                                                                               | 36.6                                                                              | 11.0                                                                              | 43.9                                                                              | 13.4                                                                              | 31.8                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Change Period (Y+Rc), s      | 6.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Max Green Setting (Gmax), s  | 28.0                                                                              | 28.0                                                                              | 5.0                                                                               | 36.0                                                                              | 9.0                                                                               | 28.0                                                                              | 10.0                                                                              | 31.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Max Q Clear Time (g_c+I1), s | 15.7                                                                              | 15.7                                                                              | 4.6                                                                               | 27.7                                                                              | 6.6                                                                               | 17.2                                                                              | 8.7                                                                               | 23.2                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Green Ext Time (p_c), s      | 0.0                                                                               | 4.6                                                                               | 0.0                                                                               | 2.9                                                                               | 0.0                                                                               | 4.8                                                                               | 0.0                                                                               | 2.4                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 7th Control Delay, s/veh |                                                                                   |                                                                                   | 39.6                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 7th LOS                  |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# HCM 7th Signalized Intersection Summary

18: Grand Blvd & Joy St

04/17/2026



| Movement                                                                                           | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
|----------------------------------------------------------------------------------------------------|------|------|------|------|------|------|
| Lane Configurations                                                                                |      |      |      |      |      |      |
| Traffic Volume (veh/h)                                                                             | 125  | 642  | 568  | 330  | 374  | 85   |
| Future Volume (veh/h)                                                                              | 125  | 642  | 568  | 330  | 374  | 85   |
| Initial Q (Qb), veh                                                                                | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.                                                                                    | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)                                                                                | 1.00 |      |      | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj                                                                                   | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach                                                                              |      | No   | No   |      | No   |      |
| Adj Sat Flow, veh/h/ln                                                                             | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h                                                                               | 136  | 698  | 617  | 359  | 407  | 92   |
| Peak Hour Factor                                                                                   | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %                                                                               | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                                                                                         | 173  | 2023 | 854  | 497  | 459  | 408  |
| Arrive On Green                                                                                    | 0.10 | 0.57 | 0.40 | 0.40 | 0.26 | 0.26 |
| Sat Flow, veh/h                                                                                    | 1781 | 3647 | 2256 | 1258 | 1781 | 1585 |
| Grp Volume(v), veh/h                                                                               | 136  | 698  | 507  | 469  | 407  | 92   |
| Grp Sat Flow(s), veh/h/ln                                                                          | 1781 | 1777 | 1777 | 1644 | 1781 | 1585 |
| Q Serve(g_s), s                                                                                    | 5.8  | 8.2  | 18.8 | 18.8 | 17.1 | 3.6  |
| Cycle Q Clear(g_c), s                                                                              | 5.8  | 8.2  | 18.8 | 18.8 | 17.1 | 3.6  |
| Prop In Lane                                                                                       | 1.00 |      |      | 0.77 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h                                                                             | 173  | 2023 | 702  | 649  | 459  | 408  |
| V/C Ratio(X)                                                                                       | 0.79 | 0.35 | 0.72 | 0.72 | 0.89 | 0.23 |
| Avail Cap(c_a), veh/h                                                                              | 343  | 2050 | 1025 | 948  | 582  | 518  |
| HCM Platoon Ratio                                                                                  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)                                                                                 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh                                                                           | 34.4 | 9.0  | 20.0 | 20.0 | 27.9 | 22.8 |
| Incr Delay (d2), s/veh                                                                             | 7.6  | 0.1  | 2.0  | 2.2  | 12.9 | 0.3  |
| Initial Q Delay(d3), s/veh                                                                         | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln                                                                           | 5.1  | 5.1  | 12.2 | 11.5 | 13.4 | 6.3  |
| Unsig. Movement Delay, s/veh                                                                       |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh                                                                              | 42.0 | 9.2  | 22.0 | 22.1 | 40.8 | 23.1 |
| LnGrp LOS                                                                                          | D    | A    | C    | C    | D    | C    |
| Approach Vol, veh/h                                                                                |      | 834  | 976  |      | 499  |      |
| Approach Delay, s/veh                                                                              |      | 14.5 | 22.1 |      | 37.5 |      |
| Approach LOS                                                                                       |      | B    | C    |      | D    |      |
| Timer - Assigned Phs                                                                               |      | 2    |      | 4    | 5    | 6    |
| Phs Duration (G+Y+Rc), s                                                                           |      | 51.4 |      | 26.6 | 14.6 | 36.8 |
| Change Period (Y+Rc), s                                                                            |      | * 7  |      | 6.5  | 7.0  | 6.0  |
| Max Green Setting (Gmax), s                                                                        |      | * 45 |      | 25.5 | 15.0 | 45.0 |
| Max Q Clear Time (g_c+l1), s                                                                       |      | 10.2 |      | 19.1 | 7.8  | 20.8 |
| Green Ext Time (p_c), s                                                                            |      | 7.9  |      | 1.0  | 0.2  | 10.0 |
| Intersection Summary                                                                               |      |      |      |      |      |      |
| HCM 7th Control Delay, s/veh                                                                       |      |      | 22.7 |      |      |      |
| HCM 7th LOS                                                                                        |      |      | C    |      |      |      |
| Notes                                                                                              |      |      |      |      |      |      |
| * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier. |      |      |      |      |      |      |



# HCM 7th Signalized Intersection Summary

19: E Grand Blvd & Fullerton Ave

04/17/2026



| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          |      |      |      |      |      |      |      |      |      |      |      |      |
| Traffic Volume (veh/h)       | 56   | 116  | 6    | 37   | 57   | 269  | 1    | 344  | 68   | 284  | 351  | 44   |
| Future Volume (veh/h)        | 56   | 116  | 6    | 37   | 57   | 269  | 1    | 344  | 68   | 284  | 351  | 44   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 61   | 126  | 7    | 40   | 0    | 333  | 1    | 374  | 74   | 309  | 382  | 48   |
| 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, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 351  | 305  | 17   | 307  | 0    | 551  | 4    | 846  | 166  | 379  | 1579 | 197  |
| Arrive On Green              | 0.17 | 0.17 | 0.17 | 0.17 | 0.00 | 0.17 | 0.00 | 0.29 | 0.29 | 0.21 | 0.50 | 0.50 |
| Sat Flow, veh/h              | 1047 | 1755 | 98   | 1257 | 0    | 3170 | 1781 | 2962 | 580  | 1781 | 3179 | 397  |
| Grp Volume(v), veh/h         | 61   | 0    | 133  | 40   | 0    | 333  | 1    | 223  | 225  | 309  | 212  | 218  |
| Grp Sat Flow(s),veh/h/ln     | 1047 | 0    | 1853 | 1257 | 0    | 1585 | 1781 | 1777 | 1766 | 1781 | 1777 | 1799 |
| Q Serve(g_s), s              | 2.2  | 0.0  | 2.7  | 1.2  | 0.0  | 4.1  | 0.0  | 4.4  | 4.5  | 7.1  | 2.9  | 3.0  |
| Cycle Q Clear(g_c), s        | 2.2  | 0.0  | 2.7  | 4.0  | 0.0  | 4.1  | 0.0  | 4.4  | 4.5  | 7.1  | 2.9  | 3.0  |
| Prop In Lane                 | 1.00 |      | 0.05 | 1.00 |      | 1.00 | 1.00 |      | 0.33 | 1.00 |      | 0.22 |
| Lane Grp Cap(c), veh/h       | 351  | 0    | 322  | 307  | 0    | 551  | 4    | 507  | 504  | 379  | 883  | 894  |
| V/C Ratio(X)                 | 0.17 | 0.00 | 0.41 | 0.13 | 0.00 | 0.60 | 0.24 | 0.44 | 0.45 | 0.82 | 0.24 | 0.24 |
| Avail Cap(c_a), veh/h        | 782  | 0    | 1085 | 824  | 0    | 1856 | 1043 | 1664 | 1654 | 626  | 1664 | 1685 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 15.5 | 0.0  | 15.7 | 17.5 | 0.0  | 16.3 | 21.3 | 12.5 | 12.5 | 16.0 | 6.1  | 6.2  |
| Incr Delay (d2), s/veh       | 0.2  | 0.0  | 0.8  | 0.2  | 0.0  | 1.1  | 37.7 | 1.3  | 1.3  | 1.7  | 0.3  | 0.3  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 0.8  | 0.0  | 1.9  | 0.6  | 0.0  | 2.5  | 0.1  | 2.9  | 2.9  | 4.7  | 1.5  | 1.5  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 15.7 | 0.0  | 16.5 | 17.7 | 0.0  | 17.3 | 59.0 | 13.7 | 13.8 | 17.7 | 6.4  | 6.4  |
| LnGrp LOS                    | B    |      | B    | B    |      | B    | E    | B    | B    | B    | A    | A    |
| Approach Vol, veh/h          | 194  |      |      | 373  |      |      | 449  |      |      | 739  |      |      |
| Approach Delay, s/veh        | 16.3 |      |      | 17.4 |      |      | 13.9 |      |      | 11.1 |      |      |
| Approach LOS                 | B    |      |      | B    |      |      | B    |      |      | B    |      |      |
| Timer - Assigned Phs         | 1    | 2    |      | 4    | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 4.1  | 26.2 |      | 12.4 | 13.1 | 17.2 |      | 12.4 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0  | 5.0  |      | 5.0  | 4.0  | 5.0  |      | 5.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 25.0 | 40.0 |      | 25.0 | 15.0 | 40.0 |      | 25.0 |      |      |      |      |
| Max Q Clear Time (g_c+I), s  | 12.0 | 5.0  |      | 6.1  | 9.1  | 6.5  |      | 4.7  |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 5.5  |      | 1.4  | 0.3  | 5.7  |      | 0.9  |      |      |      |      |

## Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 13.7 |
| HCM 7th LOS                  | B    |

## Notes

User approved volume balancing among the lanes for turning movement.



# HCM 7th Signalized Intersection Summary

20: Rimpau Ave & Magnolia Ave

04/17/2026



| Movement                     | EBL     | EBT  | EBR  | WBL     | WBT  | WBR   | NBL     | NBT     | NBR     | SBL     | SBT     | SBR  |
|------------------------------|---------|------|------|---------|------|-------|---------|---------|---------|---------|---------|------|
| Lane Configurations          | ↰ ↱ ↲ ↳ |      |      | ↰ ↱ ↲ ↳ |      |       | ↰ ↱ ↲ ↳ | ↰ ↱ ↲ ↳ | ↰ ↱ ↲ ↳ | ↰ ↱ ↲ ↳ | ↰ ↱ ↲ ↳ |      |
| Traffic Volume (veh/h)       | 70      | 716  | 95   | 537     | 978  | 104   | 105     | 305     | 467     | 173     | 346     | 34   |
| Future Volume (veh/h)        | 70      | 716  | 95   | 537     | 978  | 104   | 105     | 305     | 467     | 173     | 346     | 34   |
| Initial Q (Qb), veh          | 0       | 0    | 0    | 0       | 0    | 0     | 0       | 0       | 0       | 0       | 0       | 0    |
| Lane Width Adj.              | 1.00    | 1.00 | 1.00 | 1.00    | 1.00 | 1.00  | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00    |      | 1.00 | 1.00    |      | 1.00  | 1.00    |         | 1.00    | 1.00    |         | 1.00 |
| Parking Bus, Adj             | 1.00    | 1.00 | 1.00 | 1.00    | 1.00 | 1.00  | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00 |
| Work Zone On Approach        | No      |      |      | No      |      |       | No      |         |         | No      |         |      |
| Adj Sat Flow, veh/h/ln       | 1870    | 1870 | 1870 | 1870    | 1870 | 1870  | 1870    | 1870    | 1870    | 1870    | 1870    | 1870 |
| Adj Flow Rate, veh/h         | 76      | 778  | 103  | 584     | 1063 | 113   | 114     | 332     | 508     | 188     | 376     | 37   |
| 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, %         | 2       | 2    | 2    | 2       | 2    | 2     | 2       | 2       | 2       | 2       | 2       | 2    |
| Cap, veh/h                   | 314     | 1027 | 135  | 943     | 1509 | 160   | 140     | 446     | 378     | 162     | 420     | 41   |
| Arrive On Green              | 0.06    | 0.07 | 0.07 | 0.27    | 0.32 | 0.32  | 0.08    | 0.24    | 0.24    | 0.09    | 0.25    | 0.25 |
| Sat Flow, veh/h              | 1781    | 4566 | 600  | 3456    | 4687 | 498   | 1781    | 1870    | 1585    | 1781    | 1676    | 165  |
| Grp Volume(v), veh/h         | 76      | 579  | 302  | 584     | 772  | 404   | 114     | 332     | 508     | 188     | 0       | 413  |
| Grp Sat Flow(s),veh/h/ln     | 1781    | 1702 | 1762 | 1728    | 1702 | 1781  | 1781    | 1870    | 1585    | 1781    | 0       | 1841 |
| Q Serve(g_s), s              | 4.5     | 18.3 | 18.5 | 16.3    | 21.9 | 21.9  | 6.9     | 18.1    | 14.0    | 10.0    | 0.0     | 23.8 |
| Cycle Q Clear(g_c), s        | 4.5     | 18.3 | 18.5 | 16.3    | 21.9 | 21.9  | 6.9     | 18.1    | 14.0    | 10.0    | 0.0     | 23.8 |
| Prop In Lane                 | 1.00    |      | 0.34 | 1.00    |      | 0.28  | 1.00    |         | 1.00    | 1.00    |         | 0.09 |
| Lane Grp Cap(c), veh/h       | 314     | 766  | 397  | 943     | 1096 | 573   | 140     | 446     | 378     | 162     | 0       | 461  |
| V/C Ratio(X)                 | 0.24    | 0.76 | 0.76 | 0.62    | 0.70 | 0.71  | 0.81    | 0.74    | 1.34    | 1.16    | 0.00    | 0.90 |
| Avail Cap(c_a), veh/h        | 314     | 836  | 433  | 943     | 1269 | 664   | 162     | 544     | 461     | 162     | 0       | 535  |
| HCM Platoon Ratio            | 0.33    | 0.33 | 0.33 | 1.00    | 1.00 | 1.00  | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00 |
| Upstream Filter(I)           | 0.88    | 0.88 | 0.88 | 1.00    | 1.00 | 1.00  | 1.00    | 1.00    | 1.00    | 0.77    | 0.00    | 0.77 |
| Uniform Delay (d), s/veh     | 44.8    | 47.9 | 48.0 | 35.0    | 32.7 | 32.7  | 49.9    | 38.8    | 12.0    | 50.0    | 0.0     | 39.8 |
| Incr Delay (d2), s/veh       | 0.1     | 6.1  | 11.6 | 1.2     | 3.8  | 7.1   | 22.0    | 5.2     | 171.6   | 112.3   | 0.0     | 13.7 |
| Initial Q Delay(d3), s/veh   | 0.0     | 0.0  | 0.0  | 0.0     | 0.0  | 0.0   | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 8.7     | 13.6 | 14.9 | 11.3    | 14.5 | 15.8  | 7.1     | 13.8    | 35.3    | 14.7    | 0.0     | 17.5 |
| Unsig. Movement Delay, s/veh |         |      |      |         |      |       |         |         |         |         |         |      |
| LnGrp Delay(d), s/veh        | 44.9    | 54.0 | 59.6 | 36.2    | 36.5 | 39.9  | 71.9    | 44.0    | 183.6   | 162.3   | 0.0     | 53.5 |
| LnGrp LOS                    | D       | D    | E    | D       | D    | D     | E       | D       | F       | F       |         | D    |
| Approach Vol, veh/h          | 957     |      | 1760 |         |      | 954   |         |         | 601     |         |         |      |
| Approach Delay, s/veh        | 55.1    |      | 37.2 |         |      | 121.7 |         |         | 87.5    |         |         |      |
| Approach LOS                 | E       |      | D    |         |      | F     |         |         | F       |         |         |      |
| Timer - Assigned Phs         | 1       | 2    | 3    | 4       | 5    | 6     | 7       | 8       |         |         |         |      |
| Phs Duration (G+Y+Rc), s     | 5.0     | 31.2 | 34.0 | 29.7    | 13.7 | 32.6  | 23.4    | 40.4    |         |         |         |      |
| Change Period (Y+Rc), s      | 5.0     | 5.0  | 4.0  | 5.0     | 5.0  | 5.0   | 4.0     | 5.0     |         |         |         |      |
| Max Green Setting (Gmax), s  | 10.0    | 32.0 | 22.0 | 27.0    | 10.0 | 32.0  | 8.0     | 41.0    |         |         |         |      |
| Max Q Clear Time (g_c+Tb), s | 11.2    | 20.1 | 18.3 | 20.5    | 8.9  | 25.8  | 6.5     | 23.9    |         |         |         |      |
| Green Ext Time (p_c), s      | 0.0     | 4.6  | 0.9  | 4.2     | 0.0  | 1.7   | 0.0     | 11.5    |         |         |         |      |
| Intersection Summary         |         |      |      |         |      |       |         |         |         |         |         |      |
| HCM 7th Control Delay, s/veh |         |      | 67.1 |         |      |       |         |         |         |         |         |      |
| HCM 7th LOS                  |         |      | E    |         |      |       |         |         |         |         |         |      |

# HCM 7th Signalized Intersection Summary

21: Magnolia Ave & Fullerton Ave

04/17/2026



| Movement                     | EBL    | EBT  | EBR  | WBL    | WBT  | WBR  | NBL    | NBT  | NBR  | SBL    | SBT  | SBR  |
|------------------------------|--------|------|------|--------|------|------|--------|------|------|--------|------|------|
| Lane Configurations          | ↰ ↑↑ ↱ |      |      | ↰ ↑↑ ↱ |      |      | ↰ ↑↑ ↱ |      |      | ↰ ↑↑ ↱ |      |      |
| Traffic Volume (veh/h)       | 67     | 648  | 92   | 174    | 745  | 160  | 53     | 254  | 232  | 94     | 390  | 59   |
| Future Volume (veh/h)        | 67     | 648  | 92   | 174    | 745  | 160  | 53     | 254  | 232  | 94     | 390  | 59   |
| Initial Q (Qb), veh          | 0      | 0    | 0    | 0      | 0    | 0    | 0      | 0    | 0    | 0      | 0    | 0    |
| Lane Width Adj.              | 1.00   | 1.00 | 1.00 | 1.00   | 1.00 | 1.00 | 1.00   | 1.00 | 1.00 | 1.00   | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00   |      | 1.00 | 1.00   |      | 1.00 | 1.00   |      | 1.00 | 1.00   |      | 1.00 |
| Parking Bus, Adj             | 1.00   | 1.00 | 1.00 | 1.00   | 1.00 | 1.00 | 1.00   | 1.00 | 1.00 | 1.00   | 1.00 | 1.00 |
| Work Zone On Approach        | No     |      |      | No     |      |      | No     |      |      | No     |      |      |
| Adj Sat Flow, veh/h/ln       | 1870   | 1870 | 1870 | 1870   | 1870 | 1870 | 1870   | 1870 | 1870 | 1870   | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 73     | 704  | 100  | 189    | 810  | 174  | 58     | 276  | 252  | 102    | 424  | 64   |
| 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, %         | 2      | 2    | 2    | 2      | 2    | 2    | 2      | 2    | 2    | 2      | 2    | 2    |
| Cap, veh/h                   | 471    | 1092 | 154  | 567    | 1050 | 468  | 75     | 372  | 329  | 113    | 712  | 107  |
| Arrive On Green              | 0.26   | 0.24 | 0.24 | 0.42   | 0.39 | 0.39 | 0.04   | 0.21 | 0.21 | 0.06   | 0.23 | 0.23 |
| Sat Flow, veh/h              | 1781   | 4523 | 637  | 1781   | 3554 | 1585 | 1781   | 1785 | 1578 | 1781   | 3099 | 465  |
| Grp Volume(v), veh/h         | 73     | 528  | 276  | 189    | 810  | 174  | 58     | 275  | 253  | 102    | 242  | 246  |
| Grp Sat Flow(s),veh/h/ln     | 1781   | 1702 | 1756 | 1781   | 1777 | 1585 | 1781   | 1777 | 1586 | 1781   | 1777 | 1787 |
| Q Serve(g_s), s              | 3.5    | 15.3 | 15.6 | 7.8    | 21.8 | 6.8  | 3.5    | 15.9 | 16.5 | 6.3    | 13.4 | 13.5 |
| Cycle Q Clear(g_c), s        | 3.5    | 15.3 | 15.6 | 7.8    | 21.8 | 6.8  | 3.5    | 15.9 | 16.5 | 6.3    | 13.4 | 13.5 |
| Prop In Lane                 | 1.00   |      | 0.36 | 1.00   |      | 1.00 | 1.00   |      | 0.99 | 1.00   |      | 0.26 |
| Lane Grp Cap(c), veh/h       | 471    | 822  | 424  | 567    | 1050 | 468  | 75     | 370  | 331  | 113    | 408  | 411  |
| V/C Ratio(X)                 | 0.16   | 0.64 | 0.65 | 0.33   | 0.77 | 0.37 | 0.77   | 0.74 | 0.77 | 0.90   | 0.59 | 0.60 |
| Avail Cap(c_a), veh/h        | 471    | 1160 | 599  | 567    | 1244 | 555  | 178    | 598  | 534  | 113    | 533  | 536  |
| 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)           | 0.95   | 0.95 | 0.95 | 0.78   | 0.78 | 0.78 | 1.00   | 1.00 | 1.00 | 1.00   | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 31.0   | 37.5 | 37.5 | 23.9   | 30.2 | 16.2 | 52.2   | 40.8 | 41.0 | 51.2   | 37.8 | 37.8 |
| Incr Delay (d2), s/veh       | 0.1    | 3.7  | 7.2  | 0.3    | 4.3  | 1.8  | 15.3   | 4.2  | 5.2  | 54.5   | 2.0  | 2.0  |
| 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(95%),veh/ln     | 2.7    | 10.9 | 11.9 | 5.7    | 13.6 | 0.4  | 3.4    | 11.8 | 11.2 | 8.0    | 10.0 | 10.2 |
| Unsig. Movement Delay, s/veh |        |      |      |        |      |      |        |      |      |        |      |      |
| LnGrp Delay(d), s/veh        | 31.2   | 41.1 | 44.7 | 24.1   | 34.5 | 18.0 | 67.5   | 44.9 | 46.3 | 105.6  | 39.7 | 39.8 |
| LnGrp LOS                    | C      | D    | D    | C      | C    | B    | E      | D    | D    | F      | D    | D    |
| Approach Vol, veh/h          | 877    |      | 1173 |        |      | 586  |        |      | 590  |        |      |      |
| Approach Delay, s/veh        | 41.4   |      | 30.4 |        |      | 47.7 |        |      | 51.2 |        |      |      |
| Approach LOS                 | D      |      | C    |        |      | D    |        |      | D    |        |      |      |
| Timer - Assigned Phs         | 1      | 2    | 3    | 4      | 5    | 6    | 7      | 8    |      |        |      |      |
| Phs Duration (G+Y+Rc), s     | 1.0    | 27.9 | 39.0 | 32.1   | 8.6  | 30.3 | 33.1   | 38.0 |      |        |      |      |
| Change Period (Y+Rc), s      | 4.0    | 5.0  | 4.0  | 5.5    | 4.0  | 5.0  | 4.0    | 5.5  |      |        |      |      |
| Max Green Setting (Gmax), s  | 7.0    | 37.0 | 10.0 | 37.5   | 11.0 | 33.0 | 9.0    | 38.5 |      |        |      |      |
| Max Q Clear Time (g_c+I), s  | 18.3   | 18.5 | 9.8  | 17.6   | 5.5  | 15.5 | 5.5    | 23.8 |      |        |      |      |
| Green Ext Time (p_c), s      | 0.0    | 4.4  | 0.0  | 9.0    | 0.0  | 3.8  | 0.0    | 8.7  |      |        |      |      |
| Intersection Summary         |        |      |      |        |      |      |        |      |      |        |      |      |
| HCM 7th Control Delay, s/veh |        |      | 40.3 |        |      |      |        |      |      |        |      |      |
| HCM 7th LOS                  |        |      | D    |        |      |      |        |      |      |        |      |      |

# HCM 7th Signalized Intersection Summary

22: Kellog Ave & Magnolia Ave

04/17/2026



| Movement                      | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR  | NBL                                                                               | NBT                                                                               | NBR  | SBL                                                                                 | SBT                                                                                 | SBR  |
|-------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|
| Lane Configurations           |  |  |  |  |  |      |  |  |      |  |  |      |
| Traffic Volume (veh/h)        | 33                                                                                | 455                                                                               | 24                                                                                | 129                                                                               | 625                                                                               | 58   | 33                                                                                | 152                                                                               | 142  | 57                                                                                  | 176                                                                                 | 29   |
| Future Volume (veh/h)         | 33                                                                                | 455                                                                               | 24                                                                                | 129                                                                               | 625                                                                               | 58   | 33                                                                                | 152                                                                               | 142  | 57                                                                                  | 176                                                                                 | 29   |
| Initial Q (Qb), veh           | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                   | 0                                                                                   | 0    |
| Lane Width Adj.               | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                                | 1.00                                                                                | 1.00 |
| Ped-Bike Adj(A_pbT)           | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00 | 1.00                                                                              |                                                                                   | 1.00 | 1.00                                                                                |                                                                                     | 1.00 |
| Parking Bus, Adj              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                                | 1.00                                                                                | 1.00 |
| Work Zone On Approach         | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |      | No                                                                                |                                                                                   |      | No                                                                                  |                                                                                     |      |
| Adj Sat Flow, veh/h/ln        | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870 | 1870                                                                              | 1870                                                                              | 1870 | 1870                                                                                | 1870                                                                                | 1870 |
| Adj Flow Rate, veh/h          | 36                                                                                | 495                                                                               | 26                                                                                | 140                                                                               | 679                                                                               | 63   | 36                                                                                | 165                                                                               | 154  | 62                                                                                  | 191                                                                                 | 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, %          | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                   | 2                                                                                   | 2    |
| Cap, veh/h                    | 54                                                                                | 1692                                                                              | 755                                                                               | 167                                                                               | 1773                                                                              | 164  | 54                                                                                | 197                                                                               | 184  | 80                                                                                  | 369                                                                                 | 62   |
| Arrive On Green               | 0.03                                                                              | 0.48                                                                              | 0.48                                                                              | 0.19                                                                              | 1.00                                                                              | 1.00 | 0.03                                                                              | 0.22                                                                              | 0.22 | 0.04                                                                                | 0.24                                                                                | 0.24 |
| Sat Flow, veh/h               | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                              | 3288                                                                              | 305  | 1781                                                                              | 890                                                                               | 831  | 1781                                                                                | 1562                                                                                | 262  |
| Grp Volume(v), veh/h          | 36                                                                                | 495                                                                               | 26                                                                                | 140                                                                               | 367                                                                               | 375  | 36                                                                                | 0                                                                                 | 319  | 62                                                                                  | 0                                                                                   | 223  |
| Grp Sat Flow(s),veh/h/ln      | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1816 | 1781                                                                              | 0                                                                                 | 1721 | 1781                                                                                | 0                                                                                   | 1823 |
| Q Serve(g_s), s               | 2.2                                                                               | 9.3                                                                               | 1.0                                                                               | 8.3                                                                               | 0.0                                                                               | 0.0  | 2.2                                                                               | 0.0                                                                               | 19.5 | 3.8                                                                                 | 0.0                                                                                 | 11.7 |
| Cycle Q Clear(g_c), s         | 2.2                                                                               | 9.3                                                                               | 1.0                                                                               | 8.3                                                                               | 0.0                                                                               | 0.0  | 2.2                                                                               | 0.0                                                                               | 19.5 | 3.8                                                                                 | 0.0                                                                                 | 11.7 |
| Prop In Lane                  | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.17 | 1.00                                                                              |                                                                                   | 0.48 | 1.00                                                                                |                                                                                     | 0.14 |
| Lane Grp Cap(c), veh/h        | 54                                                                                | 1692                                                                              | 755                                                                               | 167                                                                               | 959                                                                               | 979  | 54                                                                                | 0                                                                                 | 382  | 80                                                                                  | 0                                                                                   | 431  |
| V/C Ratio(X)                  | 0.67                                                                              | 0.29                                                                              | 0.03                                                                              | 0.84                                                                              | 0.38                                                                              | 0.38 | 0.67                                                                              | 0.00                                                                              | 0.84 | 0.78                                                                                | 0.00                                                                                | 0.52 |
| Avail Cap(c_a), veh/h         | 146                                                                               | 1692                                                                              | 755                                                                               | 227                                                                               | 959                                                                               | 979  | 97                                                                                | 0                                                                                 | 735  | 97                                                                                  | 0                                                                                   | 779  |
| 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                                                                              | 0.87                                                                              | 0.87                                                                              | 0.87 | 1.00                                                                              | 0.00                                                                              | 1.00 | 1.00                                                                                | 0.00                                                                                | 1.00 |
| Uniform Delay (d), s/veh      | 52.8                                                                              | 17.5                                                                              | 15.3                                                                              | 43.9                                                                              | 0.0                                                                               | 0.0  | 52.8                                                                              | 0.0                                                                               | 40.9 | 52.0                                                                                | 0.0                                                                                 | 36.6 |
| Incr Delay (d2), s/veh        | 13.2                                                                              | 0.4                                                                               | 0.1                                                                               | 16.1                                                                              | 1.0                                                                               | 1.0  | 13.2                                                                              | 0.0                                                                               | 6.8  | 27.0                                                                                | 0.0                                                                                 | 1.4  |
| Initial Q Delay(d3), s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0  | 0.0                                                                               | 0.0                                                                               | 0.0  | 0.0                                                                                 | 0.0                                                                                 | 0.0  |
| %ile BackOfQ(95%),veh/ln      | 2.1                                                                               | 7.0                                                                               | 0.7                                                                               | 7.2                                                                               | 0.5                                                                               | 0.5  | 2.1                                                                               | 0.0                                                                               | 13.8 | 4.1                                                                                 | 0.0                                                                                 | 9.2  |
| Unsig. Movement Delay, s/veh  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                     |                                                                                     |      |
| LnGrp Delay(d), s/veh         | 66.0                                                                              | 18.0                                                                              | 15.4                                                                              | 60.0                                                                              | 1.0                                                                               | 1.0  | 66.0                                                                              | 0.0                                                                               | 47.6 | 79.0                                                                                | 0.0                                                                                 | 37.9 |
| LnGrp LOS                     | E                                                                                 | B                                                                                 | B                                                                                 | E                                                                                 | A                                                                                 | A    | E                                                                                 |                                                                                   | D    | E                                                                                   |                                                                                     | D    |
| Approach Vol, veh/h           | 557                                                                               |                                                                                   |                                                                                   | 882                                                                               |                                                                                   |      | 355                                                                               |                                                                                   |      | 285                                                                                 |                                                                                     |      |
| Approach Delay, s/veh         | 21.0                                                                              |                                                                                   |                                                                                   | 10.4                                                                              |                                                                                   |      | 49.5                                                                              |                                                                                   |      | 46.9                                                                                |                                                                                     |      |
| Approach LOS                  | C                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |      | D                                                                                 |                                                                                   |      | D                                                                                   |                                                                                     |      |
| Timer - Assigned Phs          | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6    | 7                                                                                 | 8                                                                                 |      |                                                                                     |                                                                                     |      |
| Phs Duration (G+Y+Rc), s      | 14.3                                                                              | 57.4                                                                              | 7.3                                                                               | 31.0                                                                              | 7.3                                                                               | 64.3 | 8.9                                                                               | 29.4                                                                              |      |                                                                                     |                                                                                     |      |
| Change Period (Y+Rc), s       | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0  | 4.0                                                                               | 5.0                                                                               |      |                                                                                     |                                                                                     |      |
| Max Green Setting (Gmax), s   | 14.3                                                                              | 25.0                                                                              | 6.0                                                                               | 47.0                                                                              | 9.0                                                                               | 30.0 | 6.0                                                                               | 47.0                                                                              |      |                                                                                     |                                                                                     |      |
| Max Q Clear Time (g_c+I10), s | 11.3                                                                              | 11.3                                                                              | 4.2                                                                               | 13.7                                                                              | 4.2                                                                               | 2.0  | 5.8                                                                               | 21.5                                                                              |      |                                                                                     |                                                                                     |      |
| Green Ext Time (p_c), s       | 0.1                                                                               | 4.7                                                                               | 0.0                                                                               | 2.0                                                                               | 0.0                                                                               | 9.7  | 0.0                                                                               | 2.9                                                                               |      |                                                                                     |                                                                                     |      |
| Intersection Summary          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                     |                                                                                     |      |
| HCM 7th Control Delay, s/veh  | 24.9                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                     |                                                                                     |      |
| HCM 7th LOS                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                     |                                                                                     |      |

# HCM 7th Signalized Intersection Summary

23: Magnolia Ave & Ontario Ave

04/17/2026



| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR  | NBL                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               | SBR                                                                               |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Configurations          |  |  |  |  |  |      |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 300                                                                               | 902                                                                               | 82                                                                                | 181                                                                               | 677                                                                               | 52   | 57                                                                                | 252                                                                               | 112                                                                               | 57                                                                                | 421                                                                               | 226                                                                               |
| Future Volume (veh/h)        | 300                                                                               | 902                                                                               | 82                                                                                | 181                                                                               | 677                                                                               | 52   | 57                                                                                | 252                                                                               | 112                                                                               | 57                                                                                | 421                                                                               | 226                                                                               |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |      | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870 | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              |
| Adj Flow Rate, veh/h         | 326                                                                               | 980                                                                               | 0                                                                                 | 197                                                                               | 736                                                                               | 0    | 62                                                                                | 274                                                                               | 122                                                                               | 62                                                                                | 458                                                                               | 246                                                                               |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Cap, veh/h                   | 392                                                                               | 2337                                                                              |                                                                                   | 261                                                                               | 2142                                                                              |      | 80                                                                                | 773                                                                               | 345                                                                               | 80                                                                                | 773                                                                               | 345                                                                               |
| Arrive On Green              | 0.11                                                                              | 0.46                                                                              | 0.00                                                                              | 0.08                                                                              | 0.42                                                                              | 0.00 | 0.04                                                                              | 0.22                                                                              | 0.22                                                                              | 0.04                                                                              | 0.22                                                                              | 0.22                                                                              |
| Sat Flow, veh/h              | 3456                                                                              | 5106                                                                              | 1585                                                                              | 3456                                                                              | 5274                                                                              | 0    | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                              | 3554                                                                              | 1585                                                                              |
| Grp Volume(v), veh/h         | 326                                                                               | 980                                                                               | 0                                                                                 | 197                                                                               | 736                                                                               | 0    | 62                                                                                | 274                                                                               | 122                                                                               | 62                                                                                | 458                                                                               | 246                                                                               |
| Grp Sat Flow(s),veh/h/ln     | 1728                                                                              | 1702                                                                              | 1585                                                                              | 1728                                                                              | 1702                                                                              | 0    | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1585                                                                              |
| Q Serve(g_s), s              | 10.2                                                                              | 14.2                                                                              | 0.0                                                                               | 6.1                                                                               | 10.8                                                                              | 0.0  | 3.8                                                                               | 7.2                                                                               | 7.2                                                                               | 3.8                                                                               | 12.7                                                                              | 15.8                                                                              |
| Cycle Q Clear(g_c), s        | 10.2                                                                              | 14.2                                                                              | 0.0                                                                               | 6.1                                                                               | 10.8                                                                              | 0.0  | 3.8                                                                               | 7.2                                                                               | 7.2                                                                               | 3.8                                                                               | 12.7                                                                              | 15.8                                                                              |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.00 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |
| Lane Grp Cap(c), veh/h       | 392                                                                               | 2337                                                                              |                                                                                   | 261                                                                               | 2142                                                                              |      | 80                                                                                | 773                                                                               | 345                                                                               | 80                                                                                | 773                                                                               | 345                                                                               |
| V/C Ratio(X)                 | 0.83                                                                              | 0.42                                                                              |                                                                                   | 0.76                                                                              | 0.34                                                                              |      | 0.78                                                                              | 0.35                                                                              | 0.35                                                                              | 0.78                                                                              | 0.59                                                                              | 0.71                                                                              |
| Avail Cap(c_a), veh/h        | 471                                                                               | 2337                                                                              |                                                                                   | 346                                                                               | 2142                                                                              |      | 113                                                                               | 1066                                                                              | 476                                                                               | 113                                                                               | 1066                                                                              | 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                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Uniform Delay (d), s/veh     | 47.7                                                                              | 20.0                                                                              | 0.0                                                                               | 49.9                                                                              | 21.6                                                                              | 0.0  | 52.0                                                                              | 36.5                                                                              | 36.5                                                                              | 52.0                                                                              | 38.7                                                                              | 39.9                                                                              |
| Incr Delay (d2), s/veh       | 10.2                                                                              | 0.6                                                                               | 0.0                                                                               | 6.6                                                                               | 0.4                                                                               | 0.0  | 19.1                                                                              | 0.4                                                                               | 0.9                                                                               | 19.1                                                                              | 1.6                                                                               | 6.0                                                                               |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0  | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| %ile BackOfQ(95%),veh/ln     | 8.5                                                                               | 9.6                                                                               | 0.0                                                                               | 5.2                                                                               | 7.8                                                                               | 0.0  | 3.8                                                                               | 5.7                                                                               | 5.2                                                                               | 3.8                                                                               | 9.6                                                                               | 10.9                                                                              |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| LnGrp Delay(d), s/veh        | 58.0                                                                              | 20.6                                                                              | 0.0                                                                               | 56.4                                                                              | 22.1                                                                              | 0.0  | 71.1                                                                              | 36.9                                                                              | 37.4                                                                              | 71.1                                                                              | 40.2                                                                              | 45.8                                                                              |
| LnGrp LOS                    | E                                                                                 | C                                                                                 |                                                                                   | E                                                                                 | C                                                                                 |      | E                                                                                 | D                                                                                 | D                                                                                 | E                                                                                 | D                                                                                 | D                                                                                 |
| Approach Vol, veh/h          | 1306                                                                              |                                                                                   | 933                                                                               |                                                                                   |                                                                                   | 458  |                                                                                   |                                                                                   | 766                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay, s/veh        | 29.9                                                                              |                                                                                   | 29.3                                                                              |                                                                                   |                                                                                   | 41.6 |                                                                                   |                                                                                   | 44.5                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                 | C                                                                                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D    |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6    | 7                                                                                 | 8                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Phs Duration (G+Y+Rc), s     | 33.3                                                                              | 56.9                                                                              | 9.9                                                                               | 29.9                                                                              | 17.5                                                                              | 52.7 | 9.9                                                                               | 29.9                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Change Period (Y+Rc), s      | 5.0                                                                               | 6.5                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.5  | 5.0                                                                               | 6.0                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Max Green Setting (Gmax), s  | 36.5                                                                              | 36.5                                                                              | 7.0                                                                               | 33.0                                                                              | 15.0                                                                              | 32.5 | 7.0                                                                               | 33.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Max Q Clear Time (g_c+I), s  | 16.2                                                                              | 16.2                                                                              | 5.8                                                                               | 17.8                                                                              | 12.2                                                                              | 12.8 | 5.8                                                                               | 9.2                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Green Ext Time (p_c), s      | 0.2                                                                               | 11.3                                                                              | 0.0                                                                               | 6.1                                                                               | 0.3                                                                               | 8.4  | 0.0                                                                               | 3.1                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

## Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 34.5 |
| HCM 7th LOS                  | C    |

## Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

# HCM 7th Signalized Intersection Summary

1: E Grand Blvd/Grand Blvd & 3rd Street

04/17/2026

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |  |
| Traffic Volume (veh/h)       | 13                                                                                | 20                                                                                | 60                                                                                | 4                                                                                 | 15                                                                                | 14                                                                                | 51                                                                                 | 636                                                                                 | 9                                                                                   | 23                                                                                  | 462                                                                                 | 12                                                                                  |
| Future Volume (veh/h)        | 13                                                                                | 20                                                                                | 60                                                                                | 4                                                                                 | 15                                                                                | 14                                                                                | 51                                                                                 | 636                                                                                 | 9                                                                                   | 23                                                                                  | 462                                                                                 | 12                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                 |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                               | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 14                                                                                | 22                                                                                | 65                                                                                | 4                                                                                 | 16                                                                                | 15                                                                                | 55                                                                                 | 691                                                                                 | 10                                                                                  | 25                                                                                  | 502                                                                                 | 13                                                                                  |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 358                                                                               | 46                                                                                | 136                                                                               | 308                                                                               | 98                                                                                | 92                                                                                | 108                                                                                | 1488                                                                                | 22                                                                                  | 56                                                                                  | 1364                                                                                | 35                                                                                  |
| Arrive On Green              | 0.11                                                                              | 0.11                                                                              | 0.11                                                                              | 0.11                                                                              | 0.11                                                                              | 0.11                                                                              | 0.06                                                                               | 0.41                                                                                | 0.41                                                                                | 0.03                                                                                | 0.39                                                                                | 0.39                                                                                |
| Sat Flow, veh/h              | 1378                                                                              | 417                                                                               | 1232                                                                              | 1310                                                                              | 888                                                                               | 833                                                                               | 1781                                                                               | 3586                                                                                | 52                                                                                  | 1781                                                                                | 3539                                                                                | 92                                                                                  |
| Grp Volume(v), veh/h         | 14                                                                                | 0                                                                                 | 87                                                                                | 4                                                                                 | 0                                                                                 | 31                                                                                | 55                                                                                 | 342                                                                                 | 359                                                                                 | 25                                                                                  | 252                                                                                 | 263                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1378                                                                              | 0                                                                                 | 1649                                                                              | 1310                                                                              | 0                                                                                 | 1721                                                                              | 1781                                                                               | 1777                                                                                | 1861                                                                                | 1781                                                                                | 1777                                                                                | 1854                                                                                |
| Q Serve(g_s), s              | 0.3                                                                               | 0.0                                                                               | 1.6                                                                               | 0.1                                                                               | 0.0                                                                               | 0.5                                                                               | 0.9                                                                                | 4.4                                                                                 | 4.4                                                                                 | 0.4                                                                                 | 3.2                                                                                 | 3.2                                                                                 |
| Cycle Q Clear(g_c), s        | 0.8                                                                               | 0.0                                                                               | 1.6                                                                               | 1.7                                                                               | 0.0                                                                               | 0.5                                                                               | 0.9                                                                                | 4.4                                                                                 | 4.4                                                                                 | 0.4                                                                                 | 3.2                                                                                 | 3.2                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.75                                                                              | 1.00                                                                              |                                                                                   | 0.48                                                                              | 1.00                                                                               |                                                                                     | 0.03                                                                                | 1.00                                                                                |                                                                                     | 0.05                                                                                |
| Lane Grp Cap(c), veh/h       | 358                                                                               | 0                                                                                 | 182                                                                               | 308                                                                               | 0                                                                                 | 190                                                                               | 108                                                                                | 737                                                                                 | 772                                                                                 | 56                                                                                  | 685                                                                                 | 715                                                                                 |
| V/C Ratio(X)                 | 0.04                                                                              | 0.00                                                                              | 0.48                                                                              | 0.01                                                                              | 0.00                                                                              | 0.16                                                                              | 0.51                                                                               | 0.46                                                                                | 0.46                                                                                | 0.45                                                                                | 0.37                                                                                | 0.37                                                                                |
| Avail Cap(c_a), veh/h        | 1079                                                                              | 0                                                                                 | 1045                                                                              | 1367                                                                              | 0                                                                                 | 1581                                                                              | 847                                                                                | 1858                                                                                | 1946                                                                                | 847                                                                                 | 1689                                                                                | 1762                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 13.1                                                                              | 0.0                                                                               | 13.2                                                                              | 14.0                                                                              | 0.0                                                                               | 12.7                                                                              | 14.4                                                                               | 6.7                                                                                 | 6.7                                                                                 | 15.0                                                                                | 6.9                                                                                 | 6.9                                                                                 |
| Incr Delay (d2), s/veh       | 0.0                                                                               | 0.0                                                                               | 1.9                                                                               | 0.0                                                                               | 0.0                                                                               | 0.4                                                                               | 1.4                                                                                | 0.7                                                                                 | 0.6                                                                                 | 2.1                                                                                 | 0.5                                                                                 | 0.5                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 0.1                                                                               | 0.0                                                                               | 1.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.3                                                                               | 0.6                                                                                | 2.0                                                                                 | 2.0                                                                                 | 0.3                                                                                 | 1.5                                                                                 | 1.5                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 13.1                                                                              | 0.0                                                                               | 15.1                                                                              | 14.0                                                                              | 0.0                                                                               | 13.1                                                                              | 15.7                                                                               | 7.3                                                                                 | 7.3                                                                                 | 17.1                                                                                | 7.4                                                                                 | 7.4                                                                                 |
| LnGrp LOS                    | B                                                                                 |                                                                                   | B                                                                                 | B                                                                                 |                                                                                   | B                                                                                 | B                                                                                  | A                                                                                   | A                                                                                   | B                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          | 101                                                                               |                                                                                   |                                                                                   | 35                                                                                |                                                                                   |                                                                                   | 756                                                                                |                                                                                     |                                                                                     | 540                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 14.9                                                                              |                                                                                   |                                                                                   | 13.2                                                                              |                                                                                   |                                                                                   | 7.9                                                                                |                                                                                     |                                                                                     | 7.9                                                                                 |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | A                                                                                  |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 5.0                                                                               | 18.1                                                                              |                                                                                   | 8.5                                                                               | 5.9                                                                               | 17.2                                                                              |                                                                                    | 8.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               |                                                                                    | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 15.0                                                                              | 33.0                                                                              |                                                                                   | 20.0                                                                              | 15.0                                                                              | 30.0                                                                              |                                                                                    | 29.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 2.4                                                                               | 6.4                                                                               |                                                                                   | 3.6                                                                               | 2.9                                                                               | 5.2                                                                               |                                                                                    | 3.7                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 6.7                                                                               |                                                                                   | 0.4                                                                               | 0.0                                                                               | 4.5                                                                               |                                                                                    | 0.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh |                                                                                   |                                                                                   |                                                                                   | 8.5                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  |                                                                                   |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

| Intersection             |                                                                                   |      |                                                                                   |      |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 1.9                                                                               |      |                                                                                   |      |                                                                                   |                                                                                   |
| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL                                                                               | SBT                                                                               |
| Lane Configurations      |  |      |  |      |  |  |
| Traffic Vol, veh/h       | 5                                                                                 | 122  | 596                                                                               | 12   | 96                                                                                | 430                                                                               |
| Future Vol, veh/h        | 5                                                                                 | 122  | 596                                                                               | 12   | 96                                                                                | 430                                                                               |
| 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                                                                                 | -    | -                                                                                 | -    | 50                                                                                | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | 0                                                                                 | -    | -                                                                                 | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -    | 0                                                                                 | -    | -                                                                                 | 0                                                                                 |
| Peak Hour Factor         | 92                                                                                | 92   | 92                                                                                | 92   | 92                                                                                | 92                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 5                                                                                 | 133  | 648                                                                               | 13   | 104                                                                               | 467                                                                               |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 1097   | 330    | 0      |
| Stage 1              | 654    | -      | -      |
| Stage 2              | 442    | -      | -      |
| Critical Hdwy        | 6.84   | 6.94   | -      |
| Critical Hdwy Stg 1  | 5.84   | -      | -      |
| Critical Hdwy Stg 2  | 5.84   | -      | -      |
| Follow-up Hdwy       | 3.52   | 3.32   | -      |
| Pot Cap-1 Maneuver   | 208    | 665    | -      |
| Stage 1              | 479    | -      | -      |
| Stage 2              | 615    | -      | -      |
| Platoon blocked, %   |        | -      | -      |
| Mov Cap-1 Maneuver   | 184    | 665    | -      |
| Mov Cap-2 Maneuver   | 316    | -      | -      |
| Stage 1              | 479    | -      | -      |
| Stage 2              | 545    | -      | -      |

| Approach          | WB   | NB | SB   |
|-------------------|------|----|------|
| HCM Ctrl Dly, s/v | 12.2 | 0  | 1.71 |
| HCM LOS           | B    |    |      |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT   |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h)      | -   | -        | 638   | 923   |
| HCM Lane V/C Ratio    | -   | -        | 0.217 | 0.113 |
| HCM Ctrl Dly (s/v)    | -   | -        | 12.2  | 9.4   |
| HCM Lane LOS          | -   | -        | B     | A     |
| HCM 95th %tile Q(veh) | -   | -        | 0.8   | 0.4   |

**Intersection**

Int Delay, s/veh 1.1

| Movement                 | EBT                                                                               | EBR  | WBL  | WBT                                                                               | NBL                                                                               | NBR  |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 102                                                                               | 24   | 7    | 84                                                                                | 20                                                                                | 2    |
| Future Vol, veh/h        | 102                                                                               | 24   | 7    | 84                                                                                | 20                                                                                | 2    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Free                                                                              | Free | Free | Free                                                                              | Stop                                                                              | Stop |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | -                                                                                 | -    | -    | -                                                                                 | 0                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92   | 92   | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2    | 2                                                                                 | 2                                                                                 | 2    |
| Mvmt Flow                | 111                                                                               | 26   | 8    | 91                                                                                | 22                                                                                | 2    |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 137    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | 4.12   |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | 2.218  |
| Pot Cap-1 Maneuver   | -      | -      | 1447   |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 1447   |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach          | EB | WB   | NB   |
|-------------------|----|------|------|
| HCM Ctrl Dly, s/v | 0  | 0.58 | 9.85 |
| HCM LOS           |    |      | A    |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 767   | -   | -   | 138   | -   |
| HCM Lane V/C Ratio    | 0.031 | -   | -   | 0.005 | -   |
| HCM Ctrl Dly (s/v)    | 9.8   | -   | -   | 7.5   | 0   |
| HCM Lane LOS          | A     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | 0     | -   |

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 1      |                                                                                   |                                                                                   |        |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |        |  |       |
| Traffic Vol, veh/h       | 5      | 84                                                                                | 101                                                                               | 18     | 11                                                                                | 8     |
| Future Vol, veh/h        | 5      | 84                                                                                | 101                                                                               | 18     | 11                                                                                | 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         | 92     | 92                                                                                | 92                                                                                | 92     | 92                                                                                | 92    |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2                                                                                 | 2      | 2                                                                                 | 2     |
| Mvmt Flow                | 5      | 91                                                                                | 110                                                                               | 20     | 12                                                                                | 9     |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |       |
| Conflicting Flow All     | 129    | 0                                                                                 | -                                                                                 | 0      | 222                                                                               | 120   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 120                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 102                                                                               | -     |
| Critical Hdwy            | 4.12   | -                                                                                 | -                                                                                 | -      | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Follow-up Hdwy           | 2.218  | -                                                                                 | -                                                                                 | -      | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | 1456   | -                                                                                 | -                                                                                 | -      | 766                                                                               | 932   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 906                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 922                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |       |
| Mov Cap-1 Maneuver       | 1456   | -                                                                                 | -                                                                                 | -      | 763                                                                               | 932   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 763                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 902                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 922                                                                               | -     |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |       |
| HCM Ctrl Dly, s/v        | 0.42   | 0                                                                                 |                                                                                   | 9.47   |                                                                                   |       |
| HCM LOS                  |        |                                                                                   |                                                                                   | A      |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |
| Capacity (veh/h)         | 101    | -                                                                                 | -                                                                                 | -      | 826                                                                               |       |
| HCM Lane V/C Ratio       | 0.004  | -                                                                                 | -                                                                                 | -      | 0.025                                                                             |       |
| HCM Ctrl Dly (s/v)       | 7.5    | 0                                                                                 | -                                                                                 | -      | 9.5                                                                               |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | A                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -      | 0.1                                                                               |       |



| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |       |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 4.6                                                                               |        |       |                                                                                   |                                                                                   |       |
| Movement                 | EBT                                                                               | EBR    | WBL   | WBT                                                                               | NBL                                                                               | NBR   |
| Lane Configurations      |  |        |       |  |  |       |
| Traffic Vol, veh/h       | 2                                                                                 | 104    | 1     | 4                                                                                 | 107                                                                               | 0     |
| Future Vol, veh/h        | 2                                                                                 | 104    | 1     | 4                                                                                 | 107                                                                               | 0     |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0     |
| Sign Control             | Free                                                                              | Free   | Free  | Free                                                                              | Stop                                                                              | Stop  |
| RT Channelized           | -                                                                                 | None   | -     | None                                                                              | -                                                                                 | None  |
| Storage Length           | -                                                                                 | -      | -     | -                                                                                 | 0                                                                                 | -     |
| Veh in Median Storage, # | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -     |
| Grade, %                 | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -     |
| Peak Hour Factor         | 92                                                                                | 92     | 92    | 92                                                                                | 92                                                                                | 92    |
| Heavy Vehicles, %        | 2                                                                                 | 2      | 2     | 2                                                                                 | 2                                                                                 | 2     |
| Mvmt Flow                | 2                                                                                 | 113    | 1     | 4                                                                                 | 116                                                                               | 0     |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |       |
| Major/Minor              | Major1                                                                            | Major2 |       | Minor1                                                                            |                                                                                   |       |
| Conflicting Flow All     | 0                                                                                 | 0      | 115   | 0                                                                                 | 65                                                                                | 59    |
| Stage 1                  | -                                                                                 | -      | -     | -                                                                                 | 59                                                                                | -     |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | 7                                                                                 | -     |
| Critical Hdwy            | -                                                                                 | -      | 4.12  | -                                                                                 | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -                                                                                 | -      | -     | -                                                                                 | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -                                                                                 | -      | -     | -                                                                                 | 5.42                                                                              | -     |
| Follow-up Hdwy           | -                                                                                 | -      | 2.218 | -                                                                                 | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | -                                                                                 | -      | 1474  | -                                                                                 | 940                                                                               | 1007  |
| Stage 1                  | -                                                                                 | -      | -     | -                                                                                 | 964                                                                               | -     |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | 1017                                                                              | -     |
| Platoon blocked, %       | -                                                                                 | -      |       | -                                                                                 |                                                                                   |       |
| Mov Cap-1 Maneuver       | -                                                                                 | -      | 1474  | -                                                                                 | 940                                                                               | 1007  |
| Mov Cap-2 Maneuver       | -                                                                                 | -      | -     | -                                                                                 | 940                                                                               | -     |
| Stage 1                  | -                                                                                 | -      | -     | -                                                                                 | 964                                                                               | -     |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | 1016                                                                              | -     |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |       |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |       |
| Approach                 | EB                                                                                | WB     |       | NB                                                                                |                                                                                   |       |
| HCM Ctrl Dly, s/v        | 0                                                                                 | 1.49   |       | 9.37                                                                              |                                                                                   |       |
| HCM LOS                  | A                                                                                 |        |       |                                                                                   |                                                                                   |       |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |       |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |       |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT    | EBR   | WBL                                                                               | WBT                                                                               |       |
| Capacity (veh/h)         | 940                                                                               | -      | -     | 360                                                                               | -                                                                                 |       |
| HCM Lane V/C Ratio       | 0.124                                                                             | -      | -     | 0.001                                                                             | -                                                                                 |       |
| HCM Ctrl Dly (s/v)       | 9.4                                                                               | -      | -     | 7.4                                                                               | 0                                                                                 |       |
| HCM Lane LOS             | A                                                                                 | -      | -     | A                                                                                 | A                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.4                                                                               | -      | -     | 0                                                                                 | -                                                                                 |       |

| Intersection             |                                                                                   |      |                                                                                   |      |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.1                                                                               |      |                                                                                   |      |                                                                                   |                                                                                   |
| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL                                                                               | SBT                                                                               |
| Lane Configurations      |  |      |  |      |  |  |
| Traffic Vol, veh/h       | 0                                                                                 | 6    | 598                                                                               | 39   | 3                                                                                 | 443                                                                               |
| Future Vol, veh/h        | 0                                                                                 | 6    | 598                                                                               | 39   | 3                                                                                 | 443                                                                               |
| 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                                                                                 | -    | -                                                                                 | -    | 50                                                                                | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | 0                                                                                 | -    | -                                                                                 | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -    | 0                                                                                 | -    | -                                                                                 | 0                                                                                 |
| Peak Hour Factor         | 92                                                                                | 92   | 92                                                                                | 92   | 92                                                                                | 92                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 0                                                                                 | 7    | 650                                                                               | 42   | 3                                                                                 | 482                                                                               |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 918    | 346    | 0      |
| Stage 1              | 671    | -      | -      |
| Stage 2              | 247    | -      | -      |
| Critical Hdwy        | 6.84   | 6.94   | -      |
| Critical Hdwy Stg 1  | 5.84   | -      | -      |
| Critical Hdwy Stg 2  | 5.84   | -      | -      |
| Follow-up Hdwy       | 3.52   | 3.32   | -      |
| Pot Cap-1 Maneuver   | 271    | 650    | -      |
| Stage 1              | 469    | -      | -      |
| Stage 2              | 771    | -      | -      |
| Platoon blocked, %   |        | -      | -      |
| Mov Cap-1 Maneuver   | 270    | 650    | -      |
| Mov Cap-2 Maneuver   | 376    | -      | -      |
| Stage 1              | 469    | -      | -      |
| Stage 2              | 768    | -      | -      |

| Approach          | WB   | NB | SB   |
|-------------------|------|----|------|
| HCM Ctrl Dly, s/v | 10.6 | 0  | 0.06 |
| HCM LOS           | B    |    |      |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL  | SBT   |
|-----------------------|-----|----------|------|-------|
| Capacity (veh/h)      | -   | -        | 650  | 899   |
| HCM Lane V/C Ratio    | -   | -        | 0.01 | 0.004 |
| HCM Ctrl Dly (s/v)    | -   | -        | 10.6 | 9     |
| HCM Lane LOS          | -   | -        | B    | A     |
| HCM 95th %tile Q(veh) | -   | -        | 0    | 0     |

# HCM 7th Signalized Intersection Summary

7: E Grand Blvd & 6th St

04/17/2026

|                                                                    |  |  |  |  |  |  |   |  |  |  |  |  |
|--------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                                           | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations                                                |  |  |  |  |  |  |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)                                             | 56                                                                                | 378                                                                               | 45                                                                                | 93                                                                                | 375                                                                               | 310                                                                               | 68                                                                                  | 249                                                                                 | 66                                                                                  | 167                                                                                 | 229                                                                                 | 37                                                                                  |
| Future Volume (veh/h)                                              | 56                                                                                | 378                                                                               | 45                                                                                | 93                                                                                | 375                                                                               | 310                                                                               | 68                                                                                  | 249                                                                                 | 66                                                                                  | 167                                                                                 | 229                                                                                 | 37                                                                                  |
| Initial Q (Qb), veh                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.                                                    | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)                                                | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                                              | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln                                             | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h                                               | 61                                                                                | 411                                                                               | 49                                                                                | 101                                                                               | 408                                                                               | 337                                                                               | 74                                                                                  | 271                                                                                 | 72                                                                                  | 182                                                                                 | 249                                                                                 | 40                                                                                  |
| 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, %                                               | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                                                         | 78                                                                                | 895                                                                               | 759                                                                               | 126                                                                               | 946                                                                               | 801                                                                               | 95                                                                                  | 418                                                                                 | 109                                                                                 | 215                                                                                 | 667                                                                                 | 106                                                                                 |
| Arrive On Green                                                    | 0.09                                                                              | 0.96                                                                              | 0.96                                                                              | 0.12                                                                              | 0.84                                                                              | 0.84                                                                              | 0.05                                                                                | 0.15                                                                                | 0.15                                                                                | 0.12                                                                                | 0.22                                                                                | 0.22                                                                                |
| Sat Flow, veh/h                                                    | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                                | 2789                                                                                | 727                                                                                 | 1781                                                                                | 3073                                                                                | 487                                                                                 |
| Grp Volume(v), veh/h                                               | 61                                                                                | 411                                                                               | 49                                                                                | 101                                                                               | 408                                                                               | 337                                                                               | 74                                                                                  | 171                                                                                 | 172                                                                                 | 182                                                                                 | 143                                                                                 | 146                                                                                 |
| Grp Sat Flow(s),veh/h/ln                                           | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                                | 1777                                                                                | 1739                                                                                | 1781                                                                                | 1777                                                                                | 1783                                                                                |
| Q Serve(g_s), s                                                    | 3.4                                                                               | 1.7                                                                               | 0.1                                                                               | 5.5                                                                               | 5.3                                                                               | 5.1                                                                               | 4.1                                                                                 | 9.0                                                                                 | 9.3                                                                                 | 10.0                                                                                | 6.8                                                                                 | 7.0                                                                                 |
| Cycle Q Clear(g_c), s                                              | 3.4                                                                               | 1.7                                                                               | 0.1                                                                               | 5.5                                                                               | 5.3                                                                               | 5.1                                                                               | 4.1                                                                                 | 9.0                                                                                 | 9.3                                                                                 | 10.0                                                                                | 6.8                                                                                 | 7.0                                                                                 |
| Prop In Lane                                                       | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.42                                                                                | 1.00                                                                                |                                                                                     | 0.27                                                                                |
| Lane Grp Cap(c), veh/h                                             | 78                                                                                | 895                                                                               | 759                                                                               | 126                                                                               | 946                                                                               | 801                                                                               | 95                                                                                  | 267                                                                                 | 261                                                                                 | 215                                                                                 | 386                                                                                 | 387                                                                                 |
| V/C Ratio(X)                                                       | 0.78                                                                              | 0.46                                                                              | 0.06                                                                              | 0.80                                                                              | 0.43                                                                              | 0.42                                                                              | 0.78                                                                                | 0.64                                                                                | 0.66                                                                                | 0.85                                                                                | 0.37                                                                                | 0.38                                                                                |
| Avail Cap(c_a), veh/h                                              | 160                                                                               | 895                                                                               | 759                                                                               | 160                                                                               | 946                                                                               | 801                                                                               | 232                                                                                 | 320                                                                                 | 313                                                                                 | 321                                                                                 | 409                                                                                 | 410                                                                                 |
| HCM Platoon Ratio                                                  | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 1.67                                                                              | 1.67                                                                              | 1.67                                                                              | 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                                                                              | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh                                           | 45.1                                                                              | 1.2                                                                               | 1.1                                                                               | 43.4                                                                              | 4.3                                                                               | 4.2                                                                               | 46.7                                                                                | 40.0                                                                                | 40.1                                                                                | 43.1                                                                                | 33.3                                                                                | 33.4                                                                                |
| Incr Delay (d2), s/veh                                             | 5.0                                                                               | 1.3                                                                               | 0.1                                                                               | 15.6                                                                              | 1.4                                                                               | 1.6                                                                               | 5.0                                                                                 | 5.7                                                                                 | 6.6                                                                                 | 8.5                                                                                 | 1.3                                                                                 | 1.3                                                                                 |
| Initial Q Delay(d3), s/veh                                         | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln                                           | 2.8                                                                               | 1.3                                                                               | 0.1                                                                               | 5.2                                                                               | 3.4                                                                               | 2.9                                                                               | 3.5                                                                                 | 7.7                                                                                 | 7.9                                                                                 | 8.5                                                                                 | 5.5                                                                                 | 5.7                                                                                 |
| Unsig. Movement Delay, s/veh                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                                              | 50.1                                                                              | 2.5                                                                               | 1.2                                                                               | 59.0                                                                              | 5.7                                                                               | 5.9                                                                               | 51.7                                                                                | 45.7                                                                                | 46.7                                                                                | 51.6                                                                                | 34.6                                                                                | 34.7                                                                                |
| LnGrp LOS                                                          | D                                                                                 | A                                                                                 | A                                                                                 | E                                                                                 | A                                                                                 | A                                                                                 | D                                                                                   | D                                                                                   | D                                                                                   | D                                                                                   | C                                                                                   | C                                                                                   |
| Approach Vol, veh/h                                                | 521                                                                               |                                                                                   | 846                                                                               |                                                                                   |                                                                                   |                                                                                   | 417                                                                                 |                                                                                     | 471                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay, s/veh                                              | 8.0                                                                               |                                                                                   | 12.1                                                                              |                                                                                   |                                                                                   |                                                                                   | 47.2                                                                                |                                                                                     | 41.2                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                                                       | A                                                                                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   | D                                                                                   |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Timer - Assigned Phs                                               | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                                           | 11.1                                                                              | 52.9                                                                              | 9.4                                                                               | 26.7                                                                              | 8.4                                                                               | 55.6                                                                              | 16.1                                                                                | 20.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                                            | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s                                        | 9.0                                                                               | 37.0                                                                              | 13.0                                                                              | 23.0                                                                              | 9.0                                                                               | 37.0                                                                              | 18.0                                                                                | 18.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s                                       | 7.5                                                                               | 3.7                                                                               | 6.1                                                                               | 9.0                                                                               | 5.4                                                                               | 7.3                                                                               | 12.0                                                                                | 11.3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                                            | 0.0                                                                               | 5.9                                                                               | 0.0                                                                               | 2.4                                                                               | 0.0                                                                               | 8.6                                                                               | 0.1                                                                                 | 1.7                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh                                       | 23.7                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                                                        | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved pedestrian interval to be less than phase max green. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

9.2 Exp Sat Existing plus Project - Sat MD 12:00 pm 04/17/2026  
GTC

Synchro 12 Report  
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| Intersection             |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.3                                                                               |                                                                                   |                                                                                   |      |                                                                                   |      |
| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
| Lane Configurations      |  |  |  |      |  |      |
| Traffic Vol, veh/h       | 5                                                                                 | 608                                                                               | 779                                                                               | 5    | 4                                                                                 | 31   |
| Future Vol, veh/h        | 5                                                                                 | 608                                                                               | 779                                                                               | 5    | 4                                                                                 | 31   |
| 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, %        | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 5                                                                                 | 661                                                                               | 847                                                                               | 5    | 4                                                                                 | 34   |

| Major/Minor          | Major1 | Major2 | Minor2      |
|----------------------|--------|--------|-------------|
| Conflicting Flow All | 852    | 0      | 0 1191 426  |
| Stage 1              | -      | -      | - 849 -     |
| Stage 2              | -      | -      | - 341 -     |
| Critical Hdwy        | 4.14   | -      | - 6.84 6.94 |
| Critical Hdwy Stg 1  | -      | -      | - 5.84 -    |
| Critical Hdwy Stg 2  | -      | -      | - 5.84 -    |
| Follow-up Hdwy       | 2.22   | -      | - 3.52 3.32 |
| Pot Cap-1 Maneuver   | 782    | -      | - 180 577   |
| Stage 1              | -      | -      | - 380 -     |
| Stage 2              | -      | -      | - 691 -     |
| Platoon blocked, %   | -      | -      | -           |
| Mov Cap-1 Maneuver   | 782    | -      | - 179 577   |
| Mov Cap-2 Maneuver   | -      | -      | - 294 -     |
| Stage 1              | -      | -      | - 377 -     |
| Stage 2              | -      | -      | - 691 -     |

| Approach          | EB   | WB | SB    |
|-------------------|------|----|-------|
| HCM Ctrl Dly, s/v | 0.08 | 0  | 12.48 |
| HCM LOS           |      |    | B     |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 782   | -   | -   | -   | 520   |
| HCM Lane V/C Ratio    | 0.007 | -   | -   | -   | 0.073 |
| HCM Ctrl Dly (s/v)    | 9.6   | -   | -   | -   | 12.5  |
| HCM Lane LOS          | A     | -   | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   | 0.2   |

# HCM 7th Signalized Intersection Summary

9: Rimpau Ave & 6th St

04/17/2026

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 5                                                                                 | 467                                                                               | 126                                                                               | 62                                                                                | 615                                                                               | 33                                                                                | 160                                                                                 | 76                                                                                  | 106                                                                                 | 58                                                                                  | 61                                                                                  | 8                                                                                   |
| Future Volume (veh/h)        | 5                                                                                 | 467                                                                               | 126                                                                               | 62                                                                                | 615                                                                               | 33                                                                                | 160                                                                                 | 76                                                                                  | 106                                                                                 | 58                                                                                  | 61                                                                                  | 8                                                                                   |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 5                                                                                 | 508                                                                               | 137                                                                               | 67                                                                                | 668                                                                               | 36                                                                                | 174                                                                                 | 83                                                                                  | 115                                                                                 | 63                                                                                  | 66                                                                                  | 9                                                                                   |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 12                                                                                | 1613                                                                              | 433                                                                               | 87                                                                                | 2142                                                                              | 115                                                                               | 301                                                                                 | 100                                                                                 | 139                                                                                 | 180                                                                                 | 167                                                                                 | 23                                                                                  |
| Arrive On Green              | 0.00                                                                              | 0.19                                                                              | 0.19                                                                              | 0.05                                                                              | 0.62                                                                              | 0.62                                                                              | 0.08                                                                                | 0.14                                                                                | 0.14                                                                                | 0.04                                                                                | 0.10                                                                                | 0.10                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 2770                                                                              | 743                                                                               | 1781                                                                              | 3429                                                                              | 185                                                                               | 1781                                                                                | 710                                                                                 | 983                                                                                 | 1781                                                                                | 1611                                                                                | 220                                                                                 |
| Grp Volume(v), veh/h         | 5                                                                                 | 325                                                                               | 320                                                                               | 67                                                                                | 346                                                                               | 358                                                                               | 174                                                                                 | 0                                                                                   | 198                                                                                 | 63                                                                                  | 0                                                                                   | 75                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1737                                                                              | 1781                                                                              | 1777                                                                              | 1837                                                                              | 1781                                                                                | 0                                                                                   | 1693                                                                                | 1781                                                                                | 0                                                                                   | 1831                                                                                |
| Q Serve(g_s), s              | 0.3                                                                               | 15.7                                                                              | 15.9                                                                              | 3.7                                                                               | 9.1                                                                               | 9.1                                                                               | 8.0                                                                                 | 0.0                                                                                 | 11.4                                                                                | 3.1                                                                                 | 0.0                                                                                 | 3.8                                                                                 |
| Cycle Q Clear(g_c), s        | 0.3                                                                               | 15.7                                                                              | 15.9                                                                              | 3.7                                                                               | 9.1                                                                               | 9.1                                                                               | 8.0                                                                                 | 0.0                                                                                 | 11.4                                                                                | 3.1                                                                                 | 0.0                                                                                 | 3.8                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.43                                                                              | 1.00                                                                              |                                                                                   | 0.10                                                                              | 1.00                                                                                |                                                                                     | 0.58                                                                                | 1.00                                                                                |                                                                                     | 0.12                                                                                |
| Lane Grp Cap(c), veh/h       | 12                                                                                | 1034                                                                              | 1011                                                                              | 87                                                                                | 1110                                                                              | 1148                                                                              | 301                                                                                 | 0                                                                                   | 239                                                                                 | 180                                                                                 | 0                                                                                   | 190                                                                                 |
| V/C Ratio(X)                 | 0.43                                                                              | 0.31                                                                              | 0.32                                                                              | 0.77                                                                              | 0.31                                                                              | 0.31                                                                              | 0.58                                                                                | 0.00                                                                                | 0.83                                                                                | 0.35                                                                                | 0.00                                                                                | 0.39                                                                                |
| Avail Cap(c_a), veh/h        | 321                                                                               | 1034                                                                              | 1011                                                                              | 321                                                                               | 1110                                                                              | 1148                                                                              | 301                                                                                 | 0                                                                                   | 339                                                                                 | 247                                                                                 | 0                                                                                   | 366                                                                                 |
| HCM Platoon Ratio            | 0.33                                                                              | 0.33                                                                              | 0.33                                                                              | 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                                                                              | 0.82                                                                                | 0.00                                                                                | 0.82                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 49.7                                                                              | 23.2                                                                              | 23.3                                                                              | 47.0                                                                              | 8.7                                                                               | 8.7                                                                               | 35.9                                                                                | 0.0                                                                                 | 41.8                                                                                | 38.1                                                                                | 0.0                                                                                 | 41.9                                                                                |
| Incr Delay (d2), s/veh       | 23.5                                                                              | 0.8                                                                               | 0.8                                                                               | 13.0                                                                              | 0.7                                                                               | 0.7                                                                               | 2.2                                                                                 | 0.0                                                                                 | 11.1                                                                                | 1.2                                                                                 | 0.0                                                                                 | 1.9                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 0.4                                                                               | 12.2                                                                              | 12.1                                                                              | 3.5                                                                               | 6.2                                                                               | 6.4                                                                               | 6.8                                                                                 | 0.0                                                                                 | 8.9                                                                                 | 2.5                                                                                 | 0.0                                                                                 | 3.3                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 73.2                                                                              | 24.0                                                                              | 24.1                                                                              | 60.0                                                                              | 9.5                                                                               | 9.5                                                                               | 38.2                                                                                | 0.0                                                                                 | 52.8                                                                                | 39.2                                                                                | 0.0                                                                                 | 43.8                                                                                |
| LnGrp LOS                    | E                                                                                 | C                                                                                 | C                                                                                 | E                                                                                 | A                                                                                 | A                                                                                 | D                                                                                   |                                                                                     | D                                                                                   | D                                                                                   |                                                                                     | D                                                                                   |
| Approach Vol, veh/h          | 650                                                                               |                                                                                   |                                                                                   | 771                                                                               |                                                                                   |                                                                                   | 372                                                                                 |                                                                                     |                                                                                     | 138                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 24.4                                                                              |                                                                                   |                                                                                   | 13.9                                                                              |                                                                                   |                                                                                   | 46.0                                                                                |                                                                                     |                                                                                     | 41.7                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | D                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 8.9                                                                               | 63.7                                                                              | 8.3                                                                               | 19.1                                                                              | 4.6                                                                               | 68.0                                                                              | 12.0                                                                                | 15.4                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.5                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.5                                                                               | 4.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 18.0                                                                              | 35.5                                                                              | 8.0                                                                               | 20.0                                                                              | 18.0                                                                              | 35.5                                                                              | 8.0                                                                                 | 20.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 5.7                                                                               | 17.9                                                                              | 5.1                                                                               | 13.4                                                                              | 2.3                                                                               | 11.1                                                                              | 10.0                                                                                | 5.8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.1                                                                               | 6.7                                                                               | 0.0                                                                               | 0.7                                                                               | 0.0                                                                               | 8.6                                                                               | 0.0                                                                                 | 0.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 25.6                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

**Intersection**

Int Delay, s/veh 0.4

**Movement** EBT EBR WBL WBT NBL NBR

Lane Configurations

Traffic Vol, veh/h 90 13 2 112 7 2

Future Vol, veh/h 90 13 2 112 7 2

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 98 14 2 122 8 2

**Major/Minor** Major1 Major2 Minor1

Conflicting Flow All 0 0 112 0 231 105

Stage 1 - - - - 105 -

Stage 2 - - - - 126 -

Critical Hdwy - - 4.12 - 6.42 6.22

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy - - 2.218 - 3.518 3.318

Pot Cap-1 Maneuver - - 1478 - 757 950

Stage 1 - - - - 919 -

Stage 2 - - - - 900 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - 1478 - 756 950

Mov Cap-2 Maneuver - - - - 756 -

Stage 1 - - - - 919 -

Stage 2 - - - - 898 -

**Approach** EB WB NB

HCM Ctrl Dly, s/v 0 0.13 9.6

HCM LOS A

**Minor Lane/Major Mvmt** NBLn1 EBT EBR WBL WBT

Capacity (veh/h) 792 - - 32 -

HCM Lane V/C Ratio 0.012 - - 0.001 -

HCM Ctrl Dly (s/v) 9.6 - - 7.4 0

HCM Lane LOS A - - A A

HCM 95th %tile Q(veh) 0 - - 0 -

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.8  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 2    | 0    | 21   | 14   | 0    | 1    | 15   | 101  | 13   | 2    | 95   | 8    |
| Future Vol, veh/h        | 2    | 0    | 21   | 14   | 0    | 1    | 15   | 101  | 13   | 2    | 95   | 8    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 2    | 0    | 23   | 15   | 0    | 1    | 16   | 110  | 14   | 2    | 103  | 9    |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       | Major2 |   |   |       |   |   |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 254    | 268   | 108    | 257   | 266    | 117   | 112    | 0 | 0 | 124   | 0 | 0 |
| Stage 1              | 112    | 112   | -      | 149   | 149    | -     | -      | - | - | -     | - | - |
| Stage 2              | 142    | 157   | -      | 108   | 116    | -     | -      | - | - | -     | - | - |
| Critical Hdwy        | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12   | - | - | 4.12  | - | - |
| Critical Hdwy Stg 1  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Critical Hdwy Stg 2  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Follow-up Hdwy       | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218  | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver   | 699    | 638   | 946    | 696   | 640    | 935   | 1478   | - | - | 1463  | - | - |
| Stage 1              | 893    | 803   | -      | 853   | 774    | -     | -      | - | - | -     | - | - |
| Stage 2              | 860    | 768   | -      | 898   | 799    | -     | -      | - | - | -     | - | - |
| Platoon blocked, %   |        |       |        |       |        |       |        | - | - | -     | - | - |
| Mov Cap-1 Maneuver   | 689    | 629   | 946    | 670   | 631    | 935   | 1478   | - | - | 1463  | - | - |
| Mov Cap-2 Maneuver   | 689    | 629   | -      | 670   | 631    | -     | -      | - | - | -     | - | - |
| Stage 1              | 892    | 801   | -      | 843   | 764    | -     | -      | - | - | -     | - | - |
| Stage 2              | 849    | 759   | -      | 875   | 798    | -     | -      | - | - | -     | - | - |

| Approach          | EB   |  | WB   |  | NB   |  | SB   |  |
|-------------------|------|--|------|--|------|--|------|--|
| HCM Ctrl Dly, s/v | 9.04 |  | 10.4 |  | 0.87 |  | 0.14 |  |
| HCM LOS           | A    |  | B    |  |      |  |      |  |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1WBLn1 | SBL   | SBT   | SBR |
|-----------------------|-------|-----|-----|------------|-------|-------|-----|
| Capacity (veh/h)      | 205   | -   | -   | 917        | 683   | 34    | -   |
| HCM Lane V/C Ratio    | 0.011 | -   | -   | 0.027      | 0.024 | 0.001 | -   |
| HCM Ctrl Dly (s/v)    | 7.5   | 0   | -   | 9          | 10.4  | 7.5   | 0   |
| HCM Lane LOS          | A     | A   | -   | A          | B     | A     | A   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 0.1        | 0.1   | 0     | -   |

| Intersection             |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.1                                                                               |                                                                                   |                                                                                   |      |                                                                                   |      |
| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
| Lane Configurations      |  |  |  |      |  |      |
| Traffic Vol, veh/h       | 6                                                                                 | 603                                                                               | 776                                                                               | 10   | 0                                                                                 | 6    |
| Future Vol, veh/h        | 6                                                                                 | 603                                                                               | 776                                                                               | 10   | 0                                                                                 | 6    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0    |
| Sign Control             | Free                                                                              | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None | -                                                                                 | None |
| Storage Length           | 50                                                                                | -                                                                                 | -                                                                                 | -    | 0                                                                                 | -    |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Grade, %                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92                                                                                | 92                                                                                | 92   | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 7                                                                                 | 655                                                                               | 843                                                                               | 11   | 0                                                                                 | 7    |

| Major/Minor          | Major1 | Major2 | Minor2 |      |      |
|----------------------|--------|--------|--------|------|------|
| Conflicting Flow All | 854    | 0      | 0      | 1190 | 427  |
| Stage 1              | -      | -      | -      | 849  | -    |
| Stage 2              | -      | -      | -      | 341  | -    |
| Critical Hdwy        | 4.14   | -      | -      | 6.84 | 6.94 |
| Critical Hdwy Stg 1  | -      | -      | -      | 5.84 | -    |
| Critical Hdwy Stg 2  | -      | -      | -      | 5.84 | -    |
| Follow-up Hdwy       | 2.22   | -      | -      | 3.52 | 3.32 |
| Pot Cap-1 Maneuver   | 781    | -      | -      | 180  | 576  |
| Stage 1              | -      | -      | -      | 380  | -    |
| Stage 2              | -      | -      | -      | 692  | -    |
| Platoon blocked, %   | -      | -      | -      |      |      |
| Mov Cap-1 Maneuver   | 781    | -      | -      | 179  | 576  |
| Mov Cap-2 Maneuver   | -      | -      | -      | 294  | -    |
| Stage 1              | -      | -      | -      | 377  | -    |
| Stage 2              | -      | -      | -      | 692  | -    |

| Approach          | EB  | WB | SB    |
|-------------------|-----|----|-------|
| HCM Ctrl Dly, s/v | 0.1 | 0  | 11.32 |
| HCM LOS           |     |    | B     |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 781   | -   | -   | -   | 576   |
| HCM Lane V/C Ratio    | 0.008 | -   | -   | -   | 0.011 |
| HCM Ctrl Dly (s/v)    | 9.6   | -   | -   | -   | 11.3  |
| HCM Lane LOS          | A     | -   | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   | 0     |



# HCM 7th Signalized Intersection Summary

13: N Main St & Grand Blvd

04/17/2026

|                                                                    |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                                           | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations                                                |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)                                             | 215                                                                               | 116                                                                               | 108                                                                               | 202                                                                               | 111                                                                               | 209                                                                               | 179                                                                                 | 670                                                                                 | 75                                                                                  | 152                                                                                 | 814                                                                                 | 255                                                                                 |
| Future Volume (veh/h)                                              | 215                                                                               | 116                                                                               | 108                                                                               | 202                                                                               | 111                                                                               | 209                                                                               | 179                                                                                 | 670                                                                                 | 75                                                                                  | 152                                                                                 | 814                                                                                 | 255                                                                                 |
| Initial Q (Qb), veh                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.                                                    | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)                                                | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                                              | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln                                             | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h                                               | 234                                                                               | 126                                                                               | 117                                                                               | 220                                                                               | 121                                                                               | 227                                                                               | 195                                                                                 | 728                                                                                 | 82                                                                                  | 165                                                                                 | 885                                                                                 | 277                                                                                 |
| 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, %                                               | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                                                         | 288                                                                               | 561                                                                               | 365                                                                               | 274                                                                               | 547                                                                               | 376                                                                               | 250                                                                                 | 1763                                                                                | 787                                                                                 | 148                                                                                 | 1955                                                                                | 609                                                                                 |
| Arrive On Green                                                    | 0.08                                                                              | 0.16                                                                              | 0.16                                                                              | 0.08                                                                              | 0.15                                                                              | 0.15                                                                              | 0.07                                                                                | 0.50                                                                                | 0.50                                                                                | 0.08                                                                                | 0.51                                                                                | 0.51                                                                                |
| Sat Flow, veh/h                                                    | 3456                                                                              | 3554                                                                              | 1585                                                                              | 3456                                                                              | 3554                                                                              | 1585                                                                              | 3456                                                                                | 3554                                                                                | 1585                                                                                | 1781                                                                                | 3856                                                                                | 1202                                                                                |
| Grp Volume(v), veh/h                                               | 234                                                                               | 126                                                                               | 117                                                                               | 220                                                                               | 121                                                                               | 227                                                                               | 195                                                                                 | 728                                                                                 | 82                                                                                  | 165                                                                                 | 781                                                                                 | 381                                                                                 |
| Grp Sat Flow(s),veh/h/ln                                           | 1728                                                                              | 1777                                                                              | 1585                                                                              | 1728                                                                              | 1777                                                                              | 1585                                                                              | 1728                                                                                | 1777                                                                                | 1585                                                                                | 1781                                                                                | 1702                                                                                | 1654                                                                                |
| Q Serve(g_s), s                                                    | 8.0                                                                               | 3.7                                                                               | 7.4                                                                               | 7.5                                                                               | 3.6                                                                               | 15.3                                                                              | 6.7                                                                                 | 15.6                                                                                | 3.3                                                                                 | 10.0                                                                                | 17.6                                                                                | 17.7                                                                                |
| Cycle Q Clear(g_c), s                                              | 8.0                                                                               | 3.7                                                                               | 7.4                                                                               | 7.5                                                                               | 3.6                                                                               | 15.3                                                                              | 6.7                                                                                 | 15.6                                                                                | 3.3                                                                                 | 10.0                                                                                | 17.6                                                                                | 17.7                                                                                |
| Prop In Lane                                                       | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.73                                                                                |
| Lane Grp Cap(c), veh/h                                             | 288                                                                               | 561                                                                               | 365                                                                               | 274                                                                               | 547                                                                               | 376                                                                               | 250                                                                                 | 1763                                                                                | 787                                                                                 | 148                                                                                 | 1726                                                                                | 839                                                                                 |
| V/C Ratio(X)                                                       | 0.81                                                                              | 0.22                                                                              | 0.32                                                                              | 0.80                                                                              | 0.22                                                                              | 0.60                                                                              | 0.78                                                                                | 0.41                                                                                | 0.10                                                                                | 1.11                                                                                | 0.45                                                                                | 0.45                                                                                |
| Avail Cap(c_a), veh/h                                              | 288                                                                               | 1125                                                                              | 617                                                                               | 288                                                                               | 859                                                                               | 515                                                                               | 288                                                                                 | 1763                                                                                | 787                                                                                 | 148                                                                                 | 1726                                                                                | 839                                                                                 |
| HCM Platoon Ratio                                                  | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)                                                 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.88                                                                              | 0.88                                                                              | 0.88                                                                              | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh                                           | 54.1                                                                              | 44.1                                                                              | 38.4                                                                              | 54.3                                                                              | 44.5                                                                              | 40.7                                                                              | 54.7                                                                                | 19.2                                                                                | 16.1                                                                                | 55.0                                                                                | 18.9                                                                                | 18.9                                                                                |
| Incr Delay (d2), s/veh                                             | 15.2                                                                              | 0.2                                                                               | 0.5                                                                               | 11.7                                                                              | 0.2                                                                               | 1.4                                                                               | 9.1                                                                                 | 0.7                                                                                 | 0.3                                                                                 | 106.9                                                                               | 0.9                                                                                 | 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(95%),veh/ln                                           | 7.3                                                                               | 3.0                                                                               | 5.3                                                                               | 6.7                                                                               | 2.9                                                                               | 9.9                                                                               | 5.8                                                                                 | 10.6                                                                                | 2.3                                                                                 | 14.3                                                                                | 11.4                                                                                | 11.5                                                                                |
| Unsig. Movement Delay, s/veh                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                                              | 69.3                                                                              | 44.3                                                                              | 38.9                                                                              | 66.0                                                                              | 44.6                                                                              | 42.1                                                                              | 63.8                                                                                | 19.8                                                                                | 16.3                                                                                | 161.9                                                                               | 19.8                                                                                | 20.7                                                                                |
| LnGrp LOS                                                          | E                                                                                 | D                                                                                 | D                                                                                 | E                                                                                 | D                                                                                 | D                                                                                 | E                                                                                   | B                                                                                   | B                                                                                   | F                                                                                   | B                                                                                   | C                                                                                   |
| Approach Vol, veh/h                                                | 477                                                                               |                                                                                   |                                                                                   | 568                                                                               |                                                                                   |                                                                                   | 1005                                                                                |                                                                                     |                                                                                     | 1327                                                                                |                                                                                     |                                                                                     |
| Approach Delay, s/veh                                              | 55.2                                                                              |                                                                                   |                                                                                   | 51.9                                                                              |                                                                                   |                                                                                   | 28.1                                                                                |                                                                                     |                                                                                     | 37.7                                                                                |                                                                                     |                                                                                     |
| Approach LOS                                                       | E                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | C                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs                                               | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                                           | 15.0                                                                              | 65.5                                                                              | 14.5                                                                              | 24.9                                                                              | 13.7                                                                              | 66.9                                                                              | 15.0                                                                                | 24.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                                            | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                                 | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s                                        | 10.0                                                                              | 40.0                                                                              | 10.0                                                                              | 38.0                                                                              | 10.0                                                                              | 40.0                                                                              | 10.0                                                                                | 29.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s                                       | 12.0                                                                              | 17.6                                                                              | 9.5                                                                               | 9.4                                                                               | 8.7                                                                               | 19.7                                                                              | 10.0                                                                                | 17.3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                                            | 0.0                                                                               | 7.6                                                                               | 0.0                                                                               | 1.2                                                                               | 0.1                                                                               | 10.8                                                                              | 0.0                                                                                 | 1.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh                                       | 39.7                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                                                        | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved pedestrian interval to be less than phase max green. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved changes to right turn type.                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

9.2 Exp Sat Existing plus Project - Sat MD 12:00 pm 04/17/2026  
GTC

Synchro 12 Report  
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# HCM 7th Signalized Intersection Summary

## 14: N Main St & SR 91 WB Ramps

04/17/2026



| Movement                                                             | EBL | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|----------------------------------------------------------------------|-----|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations                                                  |     |      |      | ↰    | ↰    | ↰    | ↰    | ↰    |      |      | ↰    | ↰    |
| Traffic Volume (veh/h)                                               | 0   | 0    | 0    | 301  | 100  | 394  | 177  | 544  | 0    | 0    | 695  | 422  |
| Future Volume (veh/h)                                                | 0   | 0    | 0    | 301  | 100  | 394  | 177  | 544  | 0    | 0    | 695  | 422  |
| Initial Q (Qb), veh                                                  |     |      |      | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.                                                      |     |      |      | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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                                               |     |      |      | 1870 | 1870 | 1870 | 1870 | 1870 | 0    | 0    | 1870 | 1870 |
| Adj Flow Rate, veh/h                                                 |     |      |      | 218  | 262  | 428  | 192  | 591  | 0    | 0    | 755  | 459  |
| Peak Hour Factor                                                     |     |      |      | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %                                                 |     |      |      | 2    | 2    | 2    | 2    | 2    | 0    | 0    | 2    | 2    |
| Cap, veh/h                                                           |     |      |      | 303  | 318  | 539  | 271  | 3603 | 0    | 0    | 2758 | 906  |
| Arrive On Green                                                      |     |      |      | 0.17 | 0.17 | 0.17 | 0.16 | 1.00 | 0.00 | 0.00 | 0.57 | 0.57 |
| Sat Flow, veh/h                                                      |     |      |      | 1781 | 1870 | 3170 | 3456 | 5274 | 0    | 0    | 5087 | 1585 |
| Grp Volume(v), veh/h                                                 |     |      |      | 218  | 262  | 428  | 192  | 591  | 0    | 0    | 755  | 459  |
| Grp Sat Flow(s),veh/h/ln                                             |     |      |      | 1781 | 1870 | 1585 | 1728 | 1702 | 0    | 0    | 1609 | 1585 |
| Q Serve(g_s), s                                                      |     |      |      | 10.4 | 12.2 | 11.7 | 4.7  | 0.0  | 0.0  | 0.0  | 7.2  | 15.7 |
| Cycle Q Clear(g_c), s                                                |     |      |      | 10.4 | 12.2 | 11.7 | 4.7  | 0.0  | 0.0  | 0.0  | 7.2  | 15.7 |
| Prop In Lane                                                         |     |      |      | 1.00 |      | 1.00 | 1.00 |      | 0.00 | 0.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h                                               |     |      |      | 303  | 318  | 539  | 271  | 3603 | 0    | 0    | 2758 | 906  |
| V/C Ratio(X)                                                         |     |      |      | 0.72 | 0.82 | 0.79 | 0.71 | 0.16 | 0.00 | 0.00 | 0.27 | 0.51 |
| Avail Cap(c_a), veh/h                                                |     |      |      | 360  | 378  | 641  | 1075 | 3603 | 0    | 0    | 2758 | 906  |
| HCM Platoon Ratio                                                    |     |      |      | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)                                                   |     |      |      | 1.00 | 1.00 | 1.00 | 0.98 | 0.98 | 0.00 | 0.00 | 0.89 | 0.89 |
| Uniform Delay (d), s/veh                                             |     |      |      | 35.3 | 36.1 | 35.8 | 37.0 | 0.0  | 0.0  | 0.0  | 9.8  | 11.6 |
| Incr Delay (d2), s/veh                                               |     |      |      | 4.1  | 10.2 | 4.8  | 1.3  | 0.1  | 0.0  | 0.0  | 0.2  | 1.8  |
| Initial Q Delay(d3), s/veh                                           |     |      |      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln                                             |     |      |      | 8.4  | 10.5 | 8.4  | 3.4  | 0.1  | 0.0  | 0.0  | 4.3  | 9.1  |
| Unsig. Movement Delay, s/veh                                         |     |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh                                                |     |      |      | 39.4 | 46.3 | 40.6 | 38.2 | 0.1  | 0.0  | 0.0  | 10.0 | 13.4 |
| LnGrp LOS                                                            |     |      |      | D    | D    | D    | D    | A    |      |      | B    | B    |
| Approach Vol, veh/h                                                  |     |      |      |      | 908  |      |      | 783  |      |      | 1214 |      |
| Approach Delay, s/veh                                                |     |      |      |      | 41.9 |      |      | 9.4  |      |      | 11.3 |      |
| Approach LOS                                                         |     |      |      |      | D    |      |      | A    |      |      | B    |      |
| Timer - Assigned Phs                                                 |     | 2    |      |      | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s                                             |     | 68.9 |      |      | 12.1 | 56.8 |      | 21.1 |      |      |      |      |
| Change Period (Y+Rc), s                                              |     | 5.4  |      |      | 5.0  | 5.4  |      | 5.8  |      |      |      |      |
| Max Green Setting (Gmax), s                                          |     | 60.6 |      |      | 28.0 | 26.6 |      | 18.2 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s                                         |     | 2.0  |      |      | 6.7  | 17.7 |      | 14.2 |      |      |      |      |
| Green Ext Time (p_c), s                                              |     | 3.0  |      |      | 0.3  | 4.0  |      | 1.1  |      |      |      |      |
| <b>Intersection Summary</b>                                          |     |      |      |      |      |      |      |      |      |      |      |      |
| HCM 7th Control Delay, s/veh                                         |     |      | 20.4 |      |      |      |      |      |      |      |      |      |
| HCM 7th LOS                                                          |     |      | C    |      |      |      |      |      |      |      |      |      |
| <b>Notes</b>                                                         |     |      |      |      |      |      |      |      |      |      |      |      |
| User approved volume balancing among the lanes for turning movement. |     |      |      |      |      |      |      |      |      |      |      |      |

# HCM 7th Signalized Intersection Summary 15: S Main St/N Main St & SR 91 EB Ramps

04/17/2026



| Movement                       | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL | WBT  | WBR | NBL  | NBT                                                                                                                                                                                                                                                    | NBR                                                                                 | SBL                                                                                                                                                                     | SBT                                                                                                                                                                                                                                                         | SBR  |
|--------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----|------|-----|------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|
| Lane Configurations            |  |  |  |     |      |     |      |    |  |   |    |      |
| Traffic Volume (veh/h)         | 250                                                                               | 7                                                                                 | 214                                                                               | 0   | 0    | 0   | 0    | 462                                                                                                                                                                                                                                                    | 482                                                                                 | 398                                                                                                                                                                     | 612                                                                                                                                                                                                                                                         | 0    |
| Future Volume (veh/h)          | 250                                                                               | 7                                                                                 | 214                                                                               | 0   | 0    | 0   | 0    | 462                                                                                                                                                                                                                                                    | 482                                                                                 | 398                                                                                                                                                                     | 612                                                                                                                                                                                                                                                         | 0    |
| Initial Q (Qb), veh            | 0                                                                                 | 0                                                                                 | 0                                                                                 |     |      |     | 0    | 0                                                                                                                                                                                                                                                      | 0                                                                                   | 0                                                                                                                                                                       | 0                                                                                                                                                                                                                                                           | 0    |
| Lane Width Adj.                | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |     |      |     | 1.00 | 1.00                                                                                                                                                                                                                                                   | 1.00                                                                                | 1.00                                                                                                                                                                    | 1.00                                                                                                                                                                                                                                                        | 1.00 |
| 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         | 1870                                                                              | 1870                                                                              | 1870                                                                              |     |      |     | 0    | 1870                                                                                                                                                                                                                                                   | 1870                                                                                | 1870                                                                                                                                                                    | 1870                                                                                                                                                                                                                                                        | 0    |
| Adj Flow Rate, veh/h           | 278                                                                               | 0                                                                                 | 233                                                                               |     |      |     | 0    | 502                                                                                                                                                                                                                                                    | 524                                                                                 | 433                                                                                                                                                                     | 665                                                                                                                                                                                                                                                         | 0    |
| Peak Hour Factor               | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |     |      |     | 0.92 | 0.92                                                                                                                                                                                                                                                   | 0.92                                                                                | 0.92                                                                                                                                                                    | 0.92                                                                                                                                                                                                                                                        | 0.92 |
| Percent Heavy Veh, %           | 2                                                                                 | 2                                                                                 | 2                                                                                 |     |      |     | 0    | 2                                                                                                                                                                                                                                                      | 2                                                                                   | 2                                                                                                                                                                       | 2                                                                                                                                                                                                                                                           | 0    |
| Cap, veh/h                     | 380                                                                               | 0                                                                                 | 338                                                                               |     |      |     | 0    | 4275                                                                                                                                                                                                                                                   | 895                                                                                 | 515                                                                                                                                                                     | 3926                                                                                                                                                                                                                                                        | 0    |
| Arrive On Green                | 0.11                                                                              | 0.00                                                                              | 0.11                                                                              |     |      |     | 0.00 | 0.56                                                                                                                                                                                                                                                   | 0.56                                                                                | 0.20                                                                                                                                                                    | 1.00                                                                                                                                                                                                                                                        | 0.00 |
| Sat Flow, veh/h                | 3563                                                                              | 0                                                                                 | 3170                                                                              |     |      |     | 0    | 7930                                                                                                                                                                                                                                                   | 1585                                                                                | 3456                                                                                                                                                                    | 5274                                                                                                                                                                                                                                                        | 0    |
| Grp Volume(v), veh/h           | 278                                                                               | 0                                                                                 | 233                                                                               |     |      |     | 0    | 502                                                                                                                                                                                                                                                    | 524                                                                                 | 433                                                                                                                                                                     | 665                                                                                                                                                                                                                                                         | 0    |
| Grp Sat Flow(s),veh/h/ln       | 1781                                                                              | 0                                                                                 | 1585                                                                              |     |      |     | 0    | 1515                                                                                                                                                                                                                                                   | 1585                                                                                | 1728                                                                                                                                                                    | 1702                                                                                                                                                                                                                                                        | 0    |
| Q Serve(g_s), s                | 6.8                                                                               | 0.0                                                                               | 6.4                                                                               |     |      |     | 0.0  | 2.8                                                                                                                                                                                                                                                    | 19.4                                                                                | 10.8                                                                                                                                                                    | 0.0                                                                                                                                                                                                                                                         | 0.0  |
| Cycle Q Clear(g_c), s          | 6.8                                                                               | 0.0                                                                               | 6.4                                                                               |     |      |     | 0.0  | 2.8                                                                                                                                                                                                                                                    | 19.4                                                                                | 10.8                                                                                                                                                                    | 0.0                                                                                                                                                                                                                                                         | 0.0  |
| Prop In Lane                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |     |      |     | 0.00 |                                                                                                                                                                                                                                                        | 1.00                                                                                | 1.00                                                                                                                                                                    |                                                                                                                                                                                                                                                             | 0.00 |
| Lane Grp Cap(c), veh/h         | 380                                                                               | 0                                                                                 | 338                                                                               |     |      |     | 0    | 4275                                                                                                                                                                                                                                                   | 895                                                                                 | 515                                                                                                                                                                     | 3926                                                                                                                                                                                                                                                        | 0    |
| V/C Ratio(X)                   | 0.73                                                                              | 0.00                                                                              | 0.69                                                                              |     |      |     | 0.00 | 0.12                                                                                                                                                                                                                                                   | 0.59                                                                                | 0.84                                                                                                                                                                    | 0.17                                                                                                                                                                                                                                                        | 0.00 |
| Avail Cap(c_a), veh/h          | 681                                                                               | 0                                                                                 | 606                                                                               |     |      |     | 0    | 4275                                                                                                                                                                                                                                                   | 895                                                                                 | 768                                                                                                                                                                     | 3926                                                                                                                                                                                                                                                        | 0    |
| HCM Platoon Ratio              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |     |      |     | 1.00 | 1.00                                                                                                                                                                                                                                                   | 1.00                                                                                | 1.33                                                                                                                                                                    | 1.33                                                                                                                                                                                                                                                        | 1.00 |
| Upstream Filter(I)             | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              |     |      |     | 0.00 | 0.97                                                                                                                                                                                                                                                   | 0.97                                                                                | 0.91                                                                                                                                                                    | 0.91                                                                                                                                                                                                                                                        | 0.00 |
| Uniform Delay (d), s/veh       | 39.0                                                                              | 0.0                                                                               | 38.8                                                                              |     |      |     | 0.0  | 9.1                                                                                                                                                                                                                                                    | 12.8                                                                                | 35.0                                                                                                                                                                    | 0.0                                                                                                                                                                                                                                                         | 0.0  |
| Incr Delay (d2), s/veh         | 1.0                                                                               | 0.0                                                                               | 0.9                                                                               |     |      |     | 0.0  | 0.1                                                                                                                                                                                                                                                    | 2.7                                                                                 | 3.2                                                                                                                                                                     | 0.1                                                                                                                                                                                                                                                         | 0.0  |
| Initial Q Delay(d3), s/veh     | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |     |      |     | 0.0  | 0.0                                                                                                                                                                                                                                                    | 0.0                                                                                 | 0.0                                                                                                                                                                     | 0.0                                                                                                                                                                                                                                                         | 0.0  |
| %ile BackOfQ(95%),veh/ln       | 5.4                                                                               | 0.0                                                                               | 4.5                                                                               |     |      |     | 0.0  | 1.6                                                                                                                                                                                                                                                    | 11.2                                                                                | 7.8                                                                                                                                                                     | 0.1                                                                                                                                                                                                                                                         | 0.0  |
| Unsig. Movement Delay, s/veh   |                                                                                   |                                                                                   |                                                                                   |     |      |     |      |                                                                                                                                                                                                                                                        |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |      |
| LnGrp Delay(d), s/veh          | 40.0                                                                              | 0.0                                                                               | 39.7                                                                              |     |      |     | 0.0  | 9.2                                                                                                                                                                                                                                                    | 15.5                                                                                | 38.2                                                                                                                                                                    | 0.1                                                                                                                                                                                                                                                         | 0.0  |
| LnGrp LOS                      | D                                                                                 |                                                                                   | D                                                                                 |     |      |     |      | A                                                                                                                                                                                                                                                      | B                                                                                   | D                                                                                                                                                                       | A                                                                                                                                                                                                                                                           |      |
| Approach Vol, veh/h            | 511                                                                               |                                                                                   |                                                                                   |     |      |     | 1026 |                                                                                                                                                                                                                                                        |                                                                                     | 1098                                                                                                                                                                    |                                                                                                                                                                                                                                                             |      |
| Approach Delay, s/veh          | 39.9                                                                              |                                                                                   |                                                                                   |     |      |     | 12.4 |                                                                                                                                                                                                                                                        |                                                                                     | 15.1                                                                                                                                                                    |                                                                                                                                                                                                                                                             |      |
| Approach LOS                   | D                                                                                 |                                                                                   |                                                                                   |     |      |     | B    |                                                                                                                                                                                                                                                        |                                                                                     | B                                                                                                                                                                       |                                                                                                                                                                                                                                                             |      |
| Timer - Assigned Phs           | 1                                                                                 | 2                                                                                 | 4                                                                                 |     | 6    |     |      |                                                                                                                                                                                                                                                        |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |      |
| Phs Duration (G+Y+Rc), s       | 18.4                                                                              | 56.2                                                                              | 15.4                                                                              |     | 74.6 |     |      |                                                                                                                                                                                                                                                        |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |      |
| Change Period (Y+Rc), s        | 5.0                                                                               | 5.4                                                                               | 5.8                                                                               |     | 5.4  |     |      |                                                                                                                                                                                                                                                        |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |      |
| Max Green Setting (Gmax), s    | 20.0                                                                              | 36.6                                                                              | 17.2                                                                              |     | 61.6 |     |      |                                                                                                                                                                                                                                                        |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |      |
| Max Q Clear Time (g_c+12.8), s | 11.8                                                                              | 21.4                                                                              | 8.8                                                                               |     | 2.0  |     |      |                                                                                                                                                                                                                                                        |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |      |
| Green Ext Time (p_c), s        | 0.6                                                                               | 3.1                                                                               | 0.8                                                                               |     | 3.5  |     |      |                                                                                                                                                                                                                                                        |                                                                                     |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |      |

## Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 18.9 |
| HCM 7th LOS                  | B    |

## Notes

User approved volume balancing among the lanes for turning movement.

# HCM 7th Signalized Intersection Summary

16: S Main St & 3rd Street

04/17/2026



| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↰    | ↱    |      | ↰    | ↱    |      | ↰    | ↱    |      | ↰    | ↱    | ↱    |
| Traffic Volume (veh/h)       | 122  | 38   | 17   | 21   | 34   | 137  | 16   | 706  | 24   | 69   | 649  | 80   |
| Future Volume (veh/h)        | 122  | 38   | 17   | 21   | 34   | 137  | 16   | 706  | 24   | 69   | 649  | 80   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 133  | 41   | 18   | 23   | 37   | 149  | 17   | 767  | 26   | 75   | 705  | 87   |
| Peak Hour Factor             | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 190  | 208  | 91   | 40   | 44   | 179  | 32   | 3004 | 102  | 96   | 3207 | 1083 |
| Arrive On Green              | 0.05 | 0.17 | 0.17 | 0.02 | 0.14 | 0.14 | 0.02 | 0.59 | 0.59 | 0.05 | 0.63 | 0.63 |
| Sat Flow, veh/h              | 3456 | 1232 | 541  | 1781 | 325  | 1309 | 1781 | 5072 | 172  | 1781 | 5106 | 1585 |
| Grp Volume(v), veh/h         | 133  | 0    | 59   | 23   | 0    | 186  | 17   | 514  | 279  | 75   | 705  | 87   |
| Grp Sat Flow(s),veh/h/ln     | 1728 | 0    | 1773 | 1781 | 0    | 1635 | 1781 | 1702 | 1839 | 1781 | 1702 | 1585 |
| Q Serve(g_s), s              | 4.5  | 0.0  | 3.4  | 1.5  | 0.0  | 13.3 | 1.1  | 8.7  | 8.7  | 5.0  | 7.1  | 2.2  |
| Cycle Q Clear(g_c), s        | 4.5  | 0.0  | 3.4  | 1.5  | 0.0  | 13.3 | 1.1  | 8.7  | 8.7  | 5.0  | 7.1  | 2.2  |
| Prop In Lane                 | 1.00 |      | 0.31 | 1.00 |      | 0.80 | 1.00 |      | 0.09 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 190  | 0    | 300  | 40   | 0    | 223  | 32   | 2016 | 1090 | 96   | 3207 | 1083 |
| V/C Ratio(X)                 | 0.70 | 0.00 | 0.20 | 0.58 | 0.00 | 0.83 | 0.53 | 0.26 | 0.26 | 0.78 | 0.22 | 0.08 |
| Avail Cap(c_a), veh/h        | 302  | 0    | 443  | 156  | 0    | 531  | 223  | 2016 | 1090 | 223  | 3207 | 1083 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 0.99 | 0.00 | 0.99 | 0.89 | 0.89 | 0.89 | 0.98 | 0.98 | 0.98 |
| Uniform Delay (d), s/veh     | 55.7 | 0.0  | 42.9 | 58.1 | 0.0  | 50.5 | 58.4 | 11.7 | 11.8 | 56.1 | 9.6  | 6.4  |
| Incr Delay (d2), s/veh       | 4.7  | 0.0  | 0.3  | 4.8  | 0.0  | 7.8  | 4.4  | 0.3  | 0.5  | 5.1  | 0.2  | 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(95%),veh/ln     | 8.8  | 0.0  | 2.8  | 1.3  | 0.0  | 9.9  | 1.0  | 6.0  | 6.6  | 4.3  | 4.7  | 1.3  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 60.4 | 0.0  | 43.2 | 62.9 | 0.0  | 58.3 | 62.8 | 12.0 | 12.3 | 61.1 | 9.8  | 6.5  |
| LnGrp LOS                    | E    |      | D    | E    |      | E    | E    | B    | B    | E    | A    | A    |
| Approach Vol, veh/h          | 192  |      | 209  |      |      | 810  |      |      | 867  |      |      |      |
| Approach Delay, s/veh        | 55.1 |      | 58.8 |      |      | 13.2 |      |      | 13.9 |      |      |      |
| Approach LOS                 | E    |      | E    |      |      | B    |      |      | B    |      |      |      |
| Timer - Assigned Phs         | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 15.0 | 76.1 | 7.2  | 25.3 | 7.2  | 80.4 | 11.1 | 21.4 |      |      |      |      |
| Change Period (Y+Rc), s      | 5.0  | 5.0  | 4.5  | 5.0  | 5.0  | 5.0  | 4.5  | 5.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 15.0 | 36.0 | 10.5 | 30.0 | 15.0 | 36.0 | 10.5 | 39.0 |      |      |      |      |
| Max Q Clear Time (g_c+I), s  | 10.7 | 10.7 | 3.5  | 5.4  | 3.1  | 9.1  | 6.5  | 15.3 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 7.8  | 0.0  | 0.2  | 0.0  | 7.9  | 0.1  | 1.1  |      |      |      |      |

### Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 21.9 |
| HCM 7th LOS                  | C    |

### Notes

User approved pedestrian interval to be less than phase max green.

# HCM 7th Signalized Intersection Summary

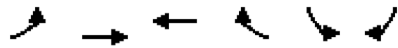
17: S Main St & 6th St

04/17/2026

|                              |  |  |  |  |  |  |  |  |    |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 136                                                                               | 356                                                                               | 46                                                                                | 44                                                                                | 357                                                                               | 97                                                                                | 78                                                                                | 463                                                                               | 40                                                                                  | 90                                                                                  | 451                                                                                 | 126                                                                                 |
| Future Volume (veh/h)        | 136                                                                               | 356                                                                               | 46                                                                                | 44                                                                                | 357                                                                               | 97                                                                                | 78                                                                                | 463                                                                               | 40                                                                                  | 90                                                                                  | 451                                                                                 | 126                                                                                 |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 148                                                                               | 387                                                                               | 50                                                                                | 48                                                                                | 388                                                                               | 105                                                                               | 85                                                                                | 503                                                                               | 43                                                                                  | 98                                                                                  | 490                                                                                 | 137                                                                                 |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 179                                                                               | 561                                                                               | 475                                                                               | 66                                                                                | 441                                                                               | 374                                                                               | 108                                                                               | 1327                                                                              | 592                                                                                 | 125                                                                                 | 1359                                                                                | 606                                                                                 |
| Arrive On Green              | 0.10                                                                              | 0.30                                                                              | 0.30                                                                              | 0.05                                                                              | 0.31                                                                              | 0.31                                                                              | 0.06                                                                              | 0.37                                                                              | 0.37                                                                                | 0.07                                                                                | 0.38                                                                                | 0.38                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 3554                                                                              | 1585                                                                                | 1781                                                                                | 3554                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h         | 148                                                                               | 387                                                                               | 50                                                                                | 48                                                                                | 388                                                                               | 105                                                                               | 85                                                                                | 503                                                                               | 43                                                                                  | 98                                                                                  | 490                                                                                 | 137                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1585                                                                                | 1781                                                                                | 1777                                                                                | 1585                                                                                |
| Q Serve(g_s), s              | 8.1                                                                               | 18.3                                                                              | 2.3                                                                               | 2.7                                                                               | 19.7                                                                              | 5.0                                                                               | 4.7                                                                               | 10.3                                                                              | 1.7                                                                                 | 5.4                                                                                 | 9.9                                                                                 | 5.8                                                                                 |
| Cycle Q Clear(g_c), s        | 8.1                                                                               | 18.3                                                                              | 2.3                                                                               | 2.7                                                                               | 19.7                                                                              | 5.0                                                                               | 4.7                                                                               | 10.3                                                                              | 1.7                                                                                 | 5.4                                                                                 | 9.9                                                                                 | 5.8                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 179                                                                               | 561                                                                               | 475                                                                               | 66                                                                                | 441                                                                               | 374                                                                               | 108                                                                               | 1327                                                                              | 592                                                                                 | 125                                                                                 | 1359                                                                                | 606                                                                                 |
| V/C Ratio(X)                 | 0.83                                                                              | 0.69                                                                              | 0.11                                                                              | 0.73                                                                              | 0.88                                                                              | 0.28                                                                              | 0.78                                                                              | 0.38                                                                              | 0.07                                                                                | 0.79                                                                                | 0.36                                                                                | 0.23                                                                                |
| Avail Cap(c_a), veh/h        | 267                                                                               | 636                                                                               | 539                                                                               | 160                                                                               | 524                                                                               | 444                                                                               | 160                                                                               | 1327                                                                              | 592                                                                                 | 125                                                                                 | 1359                                                                                | 606                                                                                 |
| 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                                                                              | 0.87                                                                              | 0.87                                                                              | 0.87                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 0.99                                                                                | 0.99                                                                                | 0.99                                                                                |
| Uniform Delay (d), s/veh     | 44.1                                                                              | 30.9                                                                              | 25.3                                                                              | 47.1                                                                              | 33.0                                                                              | 27.9                                                                              | 46.3                                                                              | 22.9                                                                              | 20.2                                                                                | 45.8                                                                                | 22.1                                                                                | 20.9                                                                                |
| Incr Delay (d2), s/veh       | 7.8                                                                               | 3.2                                                                               | 0.1                                                                               | 5.0                                                                               | 13.3                                                                              | 0.5                                                                               | 7.6                                                                               | 0.8                                                                               | 0.2                                                                                 | 25.2                                                                                | 0.7                                                                                 | 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(95%),veh/ln     | 7.1                                                                               | 13.4                                                                              | 1.6                                                                               | 2.3                                                                               | 14.6                                                                              | 3.4                                                                               | 4.1                                                                               | 7.8                                                                               | 1.2                                                                                 | 5.9                                                                                 | 7.5                                                                                 | 4.1                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 51.9                                                                              | 34.1                                                                              | 25.5                                                                              | 52.1                                                                              | 46.3                                                                              | 28.4                                                                              | 53.9                                                                              | 23.7                                                                              | 20.4                                                                                | 71.0                                                                                | 22.8                                                                                | 21.7                                                                                |
| LnGrp LOS                    | D                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | D                                                                                 | C                                                                                 | D                                                                                 | C                                                                                 | C                                                                                   | E                                                                                   | C                                                                                   | C                                                                                   |
| Approach Vol, veh/h          | 585                                                                               |                                                                                   |                                                                                   | 541                                                                               |                                                                                   |                                                                                   | 631                                                                               |                                                                                   |                                                                                     | 725                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 37.9                                                                              |                                                                                   |                                                                                   | 43.3                                                                              |                                                                                   |                                                                                   | 27.5                                                                              |                                                                                   |                                                                                     | 29.1                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                 | 8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 2.0                                                                               | 43.3                                                                              | 8.7                                                                               | 36.0                                                                              | 11.1                                                                              | 44.3                                                                              | 15.1                                                                              | 29.6                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 28.0                                                                              | 28.0                                                                              | 9.0                                                                               | 34.0                                                                              | 9.0                                                                               | 26.0                                                                              | 15.0                                                                              | 28.0                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 12.3                                                                              | 12.3                                                                              | 4.7                                                                               | 20.3                                                                              | 6.7                                                                               | 11.9                                                                              | 10.1                                                                              | 21.7                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 4.2                                                                               | 0.0                                                                               | 2.9                                                                               | 0.0                                                                               | 4.3                                                                               | 0.1                                                                               | 1.9                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 33.9                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 7th Signalized Intersection Summary  
18: Grand Blvd & Joy St

04/17/2026



| Movement                                                                                           | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
|----------------------------------------------------------------------------------------------------|------|------|------|------|------|------|
| Lane Configurations                                                                                |      |      |      |      |      |      |
| Traffic Volume (veh/h)                                                                             | 14   | 336  | 507  | 163  | 164  | 18   |
| Future Volume (veh/h)                                                                              | 14   | 336  | 507  | 163  | 164  | 18   |
| Initial Q (Qb), veh                                                                                | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.                                                                                    | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)                                                                                | 1.00 |      |      | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj                                                                                   | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach                                                                              |      | No   | No   |      | No   |      |
| Adj Sat Flow, veh/h/ln                                                                             | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h                                                                               | 15   | 365  | 551  | 177  | 178  | 20   |
| Peak Hour Factor                                                                                   | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %                                                                               | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                                                                                         | 34   | 1851 | 944  | 302  | 250  | 222  |
| Arrive On Green                                                                                    | 0.02 | 0.52 | 0.36 | 0.36 | 0.14 | 0.14 |
| Sat Flow, veh/h                                                                                    | 1781 | 3647 | 2741 | 847  | 1781 | 1585 |
| Grp Volume(v), veh/h                                                                               | 15   | 365  | 369  | 359  | 178  | 20   |
| Grp Sat Flow(s), veh/h/ln                                                                          | 1781 | 1777 | 1777 | 1718 | 1781 | 1585 |
| Q Serve(g_s), s                                                                                    | 0.3  | 2.3  | 7.0  | 7.0  | 3.9  | 0.5  |
| Cycle Q Clear(g_c), s                                                                              | 0.3  | 2.3  | 7.0  | 7.0  | 3.9  | 0.5  |
| Prop In Lane                                                                                       | 1.00 |      |      | 0.49 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h                                                                             | 34   | 1851 | 634  | 613  | 250  | 222  |
| V/C Ratio(X)                                                                                       | 0.44 | 0.20 | 0.58 | 0.59 | 0.71 | 0.09 |
| Avail Cap(c_a), veh/h                                                                              | 862  | 2151 | 1075 | 1040 | 1078 | 959  |
| HCM Platoon Ratio                                                                                  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)                                                                                 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh                                                                           | 20.0 | 5.3  | 10.8 | 10.8 | 17.0 | 15.5 |
| Incr Delay (d2), s/veh                                                                             | 8.7  | 0.1  | 1.2  | 1.3  | 3.8  | 0.2  |
| Initial Q Delay(d3), s/veh                                                                         | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln                                                                           | 0.4  | 1.0  | 4.2  | 4.0  | 3.0  | 0.0  |
| Unsig. Movement Delay, s/veh                                                                       |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh                                                                              | 28.7 | 5.4  | 12.0 | 12.1 | 20.7 | 15.6 |
| LnGrp LOS                                                                                          | C    | A    | B    | B    | C    | B    |
| Approach Vol, veh/h                                                                                |      | 380  | 728  |      | 198  |      |
| Approach Delay, s/veh                                                                              |      | 6.3  | 12.0 |      | 20.2 |      |
| Approach LOS                                                                                       |      | A    | B    |      | C    |      |
| Timer - Assigned Phs                                                                               |      | 2    |      | 4    | 5    | 6    |
| Phs Duration (G+Y+Rc), s                                                                           |      | 28.5 |      | 12.8 | 7.8  | 20.7 |
| Change Period (Y+Rc), s                                                                            |      | * 7  |      | 7.0  | 7.0  | 6.0  |
| Max Green Setting (Gmax), s                                                                        |      | * 25 |      | 25.0 | 20.0 | 25.0 |
| Max Q Clear Time (g_c+l1), s                                                                       |      | 4.3  |      | 5.9  | 2.3  | 9.0  |
| Green Ext Time (p_c), s                                                                            |      | 3.2  |      | 0.5  | 0.0  | 5.7  |
| <b>Intersection Summary</b>                                                                        |      |      |      |      |      |      |
| HCM 7th Control Delay, s/veh                                                                       |      |      | 11.6 |      |      |      |
| HCM 7th LOS                                                                                        |      |      | B    |      |      |      |
| <b>Notes</b>                                                                                       |      |      |      |      |      |      |
| * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier. |      |      |      |      |      |      |

# HCM 7th Signalized Intersection Summary

19: E Grand Blvd & Fullerton Ave

04/17/2026



| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          |      |      |      |      |      |      |      |      |      |      |      |      |
| Traffic Volume (veh/h)       | 20   | 34   | 2    | 31   | 35   | 152  | 2    | 209  | 42   | 133  | 248  | 24   |
| Future Volume (veh/h)        | 20   | 34   | 2    | 31   | 35   | 152  | 2    | 209  | 42   | 133  | 248  | 24   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 22   | 37   | 2    | 34   | 0    | 190  | 2    | 227  | 46   | 145  | 270  | 26   |
| 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, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 376  | 217  | 12   | 372  | 0    | 392  | 6    | 938  | 187  | 203  | 1406 | 134  |
| Arrive On Green              | 0.12 | 0.12 | 0.12 | 0.12 | 0.00 | 0.12 | 0.00 | 0.32 | 0.32 | 0.11 | 0.43 | 0.43 |
| Sat Flow, veh/h              | 1193 | 1758 | 95   | 1368 | 0    | 3170 | 1781 | 2953 | 588  | 1781 | 3278 | 313  |
| Grp Volume(v), veh/h         | 22   | 0    | 39   | 34   | 0    | 190  | 2    | 135  | 138  | 145  | 145  | 151  |
| Grp Sat Flow(s), veh/h/ln    | 1193 | 0    | 1853 | 1368 | 0    | 1585 | 1781 | 1777 | 1765 | 1781 | 1777 | 1814 |
| Q Serve(g_s), s              | 0.5  | 0.0  | 0.6  | 0.7  | 0.0  | 1.8  | 0.0  | 1.8  | 1.8  | 2.5  | 1.6  | 1.6  |
| Cycle Q Clear(g_c), s        | 0.5  | 0.0  | 0.6  | 1.3  | 0.0  | 1.8  | 0.0  | 1.8  | 1.8  | 2.5  | 1.6  | 1.6  |
| Prop In Lane                 | 1.00 |      | 0.05 | 1.00 |      | 1.00 | 1.00 |      | 0.33 | 1.00 |      | 0.17 |
| Lane Grp Cap(c), veh/h       | 376  | 0    | 229  | 372  | 0    | 392  | 6    | 564  | 560  | 203  | 762  | 778  |
| V/C Ratio(X)                 | 0.06 | 0.00 | 0.17 | 0.09 | 0.00 | 0.48 | 0.35 | 0.24 | 0.25 | 0.71 | 0.19 | 0.19 |
| Avail Cap(c_a), veh/h        | 1176 | 0    | 1471 | 1289 | 0    | 2517 | 1414 | 2257 | 2242 | 849  | 2257 | 2304 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 12.3 | 0.0  | 12.4 | 12.9 | 0.0  | 12.9 | 15.7 | 7.9  | 8.0  | 13.5 | 5.6  | 5.6  |
| Incr Delay (d2), s/veh       | 0.1  | 0.0  | 0.3  | 0.1  | 0.0  | 0.9  | 46.2 | 0.5  | 0.5  | 1.7  | 0.3  | 0.3  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 0.2  | 0.0  | 0.4  | 0.3  | 0.0  | 1.0  | 0.2  | 0.9  | 1.0  | 1.6  | 0.7  | 0.7  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 12.4 | 0.0  | 12.7 | 13.0 | 0.0  | 13.8 | 61.9 | 8.4  | 8.4  | 15.2 | 5.8  | 5.9  |
| LnGrp LOS                    | B    |      | B    | B    |      | B    | E    | A    | A    | B    | A    | A    |
| Approach Vol, veh/h          | 61   |      |      | 224  |      |      | 275  |      |      | 441  |      |      |
| Approach Delay, s/veh        | 12.6 |      |      | 13.7 |      |      | 8.8  |      |      | 8.9  |      |      |
| Approach LOS                 | B    |      |      | B    |      |      | A    |      |      | A    |      |      |
| Timer - Assigned Phs         | 1    | 2    |      | 4    | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 4.1  | 18.5 |      | 8.9  | 7.6  | 15.0 |      | 8.9  |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0  | 5.0  |      | 5.0  | 4.0  | 5.0  |      | 5.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 25.0 | 40.0 |      | 25.0 | 15.0 | 40.0 |      | 25.0 |      |      |      |      |
| Max Q Clear Time (g_c+I), s  | 12.0 | 3.6  |      | 3.8  | 4.5  | 3.8  |      | 2.6  |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 3.6  |      | 0.8  | 0.1  | 3.3  |      | 0.2  |      |      |      |      |

## Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 10.2 |
| HCM 7th LOS                  | B    |

## Notes

User approved volume balancing among the lanes for turning movement.



# HCM 7th Signalized Intersection Summary

20: Rimpau Ave & Magnolia Ave

04/17/2026



| Movement                       | EBL   | EBT  | EBR  | WBL   | WBT  | WBR  | NBL   | NBT  | NBR   | SBL  | SBT  | SBR  |
|--------------------------------|-------|------|------|-------|------|------|-------|------|-------|------|------|------|
| Lane Configurations            | ↰ ↑↑↑ |      |      | ↰ ↑↑↑ |      |      | ↰ ↑   | ↑    | ↰     | ↰    | ↰    |      |
| Traffic Volume (veh/h)         | 58    | 582  | 80   | 343   | 765  | 116  | 127   | 240  | 382   | 192  | 274  | 34   |
| Future Volume (veh/h)          | 58    | 582  | 80   | 343   | 765  | 116  | 127   | 240  | 382   | 192  | 274  | 34   |
| Initial Q (Qb), veh            | 0     | 0    | 0    | 0     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0    |
| Lane Width Adj.                | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)            | 1.00  |      | 1.00 | 1.00  |      | 1.00 | 1.00  |      | 1.00  | 1.00 |      | 1.00 |
| Parking Bus, Adj               | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach          | No    |      |      | No    |      |      | No    |      |       | No   |      |      |
| Adj Sat Flow, veh/h/ln         | 1870  | 1870 | 1870 | 1870  | 1870 | 1870 | 1870  | 1870 | 1870  | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h           | 63    | 633  | 87   | 373   | 832  | 126  | 138   | 261  | 415   | 209  | 298  | 37   |
| 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, %           | 2     | 2    | 2    | 2     | 2    | 2    | 2     | 2    | 2     | 2    | 2    | 2    |
| Cap, veh/h                     | 473   | 952  | 129  | 937   | 964  | 145  | 169   | 364  | 308   | 240  | 382  | 47   |
| Arrive On Green                | 0.09  | 0.07 | 0.07 | 0.27  | 0.22 | 0.22 | 0.10  | 0.19 | 0.19  | 0.13 | 0.23 | 0.23 |
| Sat Flow, veh/h                | 1781  | 4546 | 618  | 3456  | 4479 | 674  | 1781  | 1870 | 1585  | 1781 | 1631 | 203  |
| Grp Volume(v), veh/h           | 63    | 472  | 248  | 373   | 631  | 327  | 138   | 261  | 415   | 209  | 0    | 335  |
| Grp Sat Flow(s),veh/h/ln       | 1781  | 1702 | 1759 | 1728  | 1702 | 1749 | 1781  | 1870 | 1585  | 1781 | 0    | 1834 |
| Q Serve(g_s), s                | 3.3   | 13.5 | 13.8 | 8.8   | 17.9 | 18.0 | 7.6   | 13.1 | 10.7  | 11.5 | 0.0  | 17.1 |
| Cycle Q Clear(g_c), s          | 3.3   | 13.5 | 13.8 | 8.8   | 17.9 | 18.0 | 7.6   | 13.1 | 10.7  | 11.5 | 0.0  | 17.1 |
| Prop In Lane                   | 1.00  |      | 0.35 | 1.00  |      | 0.39 | 1.00  |      | 1.00  | 1.00 |      | 0.11 |
| Lane Grp Cap(c), veh/h         | 473   | 713  | 369  | 937   | 733  | 376  | 169   | 364  | 308   | 240  | 0    | 430  |
| V/C Ratio(X)                   | 0.13  | 0.66 | 0.67 | 0.40  | 0.86 | 0.87 | 0.82  | 0.72 | 1.35  | 0.87 | 0.00 | 0.78 |
| Avail Cap(c_a), veh/h          | 473   | 885  | 457  | 937   | 749  | 385  | 267   | 617  | 523   | 249  | 0    | 587  |
| HCM Platoon Ratio              | 0.33  | 0.33 | 0.33 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)             | 0.96  | 0.96 | 0.96 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  | 0.95 | 0.00 | 0.95 |
| Uniform Delay (d), s/veh       | 35.0  | 43.1 | 43.2 | 29.8  | 37.8 | 37.9 | 44.4  | 37.7 | 12.3  | 42.4 | 0.0  | 35.9 |
| Incr Delay (d2), s/veh         | 0.0   | 4.6  | 9.1  | 0.3   | 12.7 | 22.7 | 8.1   | 3.8  | 170.8 | 24.5 | 0.0  | 5.4  |
| Initial Q Delay(d3), s/veh     | 0.0   | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0   | 0.0  | 0.0   | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln       | 2.6   | 10.8 | 11.8 | 6.6   | 13.4 | 15.2 | 6.7   | 10.4 | 28.8  | 10.8 | 0.0  | 12.7 |
| Unsig. Movement Delay, s/veh   |       |      |      |       |      |      |       |      |       |      |      |      |
| LnGrp Delay(d), s/veh          | 35.0  | 47.7 | 52.3 | 30.0  | 50.5 | 60.6 | 52.4  | 41.5 | 183.0 | 66.9 | 0.0  | 41.3 |
| LnGrp LOS                      | D     | D    | D    | C     | D    | E    | D     | D    | F     | E    |      | D    |
| Approach Vol, veh/h            | 783   |      |      |       | 1331 |      | 814   |      |       |      | 544  |      |
| Approach Delay, s/veh          | 48.1  |      |      |       | 47.2 |      | 115.5 |      |       |      | 51.1 |      |
| Approach LOS                   | D     |      |      |       | D    |      | F     |      |       |      | D    |      |
| Timer - Assigned Phs           | 1     | 2    | 3    | 4     | 5    | 6    | 7     | 8    |       |      |      |      |
| Phs Duration (G+Y+Rc), s       | 18.5  | 24.4 | 31.1 | 26.0  | 14.5 | 28.4 | 30.5  | 26.5 |       |      |      |      |
| Change Period (Y+Rc), s        | 5.0   | 5.0  | 4.0  | 5.0   | 5.0  | 5.0  | 4.0   | 5.0  |       |      |      |      |
| Max Green Setting (Gmax), s    | 14.0  | 33.0 | 8.0  | 26.0  | 15.0 | 32.0 | 12.0  | 22.0 |       |      |      |      |
| Max Q Clear Time (g_c+11.5), s | 11.5  | 15.1 | 10.8 | 15.8  | 9.6  | 19.1 | 5.3   | 20.0 |       |      |      |      |
| Green Ext Time (p_c), s        | 0.0   | 4.4  | 0.0  | 5.2   | 0.1  | 2.2  | 0.0   | 1.5  |       |      |      |      |
| Intersection Summary           |       |      |      |       |      |      |       |      |       |      |      |      |
| HCM 7th Control Delay, s/veh   |       |      | 64.1 |       |      |      |       |      |       |      |      |      |
| HCM 7th LOS                    |       |      | E    |       |      |      |       |      |       |      |      |      |



# HCM 7th Signalized Intersection Summary

21: Magnolia Ave & Fullerton Ave

04/17/2026



| Movement                     | EBL     | EBT  | EBR  | WBL     | WBT  | WBR     | NBL     | NBT     | NBR  | SBL     | SBT  | SBR  |
|------------------------------|---------|------|------|---------|------|---------|---------|---------|------|---------|------|------|
| Lane Configurations          | ↰ ↱ ↲ ↳ |      |      | ↰ ↱ ↲ ↳ |      | ↰ ↱ ↲ ↳ | ↰ ↱ ↲ ↳ | ↰ ↱ ↲ ↳ |      | ↰ ↱ ↲ ↳ |      |      |
| Traffic Volume (veh/h)       | 43      | 518  | 33   | 143     | 617  | 105     | 18      | 131     | 110  | 88      | 164  | 31   |
| Future Volume (veh/h)        | 43      | 518  | 33   | 143     | 617  | 105     | 18      | 131     | 110  | 88      | 164  | 31   |
| Initial Q (Qb), veh          | 0       | 0    | 0    | 0       | 0    | 0       | 0       | 0       | 0    | 0       | 0    | 0    |
| Lane Width Adj.              | 1.00    | 1.00 | 1.00 | 1.00    | 1.00 | 1.00    | 1.00    | 1.00    | 1.00 | 1.00    | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00    |      | 1.00 | 1.00    |      | 1.00    | 1.00    |         | 1.00 | 1.00    |      | 1.00 |
| Parking Bus, Adj             | 1.00    | 1.00 | 1.00 | 1.00    | 1.00 | 1.00    | 1.00    | 1.00    | 1.00 | 1.00    | 1.00 | 1.00 |
| Work Zone On Approach        | No      |      |      | No      |      |         | No      |         |      | No      |      |      |
| Adj Sat Flow, veh/h/ln       | 1870    | 1870 | 1870 | 1870    | 1870 | 1870    | 1870    | 1870    | 1870 | 1870    | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 47      | 563  | 36   | 155     | 671  | 114     | 20      | 142     | 120  | 96      | 178  | 34   |
| Peak Hour Factor             | 0.92    | 0.92 | 0.92 | 0.92    | 0.92 | 0.92    | 0.92    | 0.92    | 0.92 | 0.92    | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 2       | 2    | 2    | 2       | 2    | 2       | 2       | 2       | 2    | 2       | 2    | 2    |
| Cap, veh/h                   | 666     | 973  | 62   | 768     | 910  | 406     | 38      | 222     | 174  | 121     | 490  | 92   |
| Arrive On Green              | 0.37    | 0.20 | 0.20 | 0.86    | 0.51 | 0.51    | 0.02    | 0.12    | 0.12 | 0.07    | 0.16 | 0.16 |
| Sat Flow, veh/h              | 1781    | 4907 | 311  | 1781    | 3554 | 1585    | 1781    | 1894    | 1486 | 1781    | 2987 | 559  |
| Grp Volume(v), veh/h         | 47      | 389  | 210  | 155     | 671  | 114     | 20      | 133     | 129  | 96      | 104  | 108  |
| Grp Sat Flow(s),veh/h/ln     | 1781    | 1702 | 1814 | 1781    | 1777 | 1585    | 1781    | 1777    | 1603 | 1781    | 1777 | 1770 |
| Q Serve(g_s), s              | 1.7     | 10.4 | 10.5 | 1.4     | 14.8 | 3.2     | 1.1     | 7.1     | 7.8  | 5.3     | 5.2  | 5.4  |
| Cycle Q Clear(g_c), s        | 1.7     | 10.4 | 10.5 | 1.4     | 14.8 | 3.2     | 1.1     | 7.1     | 7.8  | 5.3     | 5.2  | 5.4  |
| Prop In Lane                 | 1.00    |      | 0.17 | 1.00    |      | 1.00    | 1.00    |         | 0.93 | 1.00    |      | 0.32 |
| Lane Grp Cap(c), veh/h       | 666     | 675  | 360  | 768     | 910  | 406     | 38      | 209     | 188  | 121     | 292  | 290  |
| V/C Ratio(X)                 | 0.07    | 0.58 | 0.58 | 0.20    | 0.74 | 0.28    | 0.53    | 0.64    | 0.69 | 0.79    | 0.36 | 0.37 |
| Avail Cap(c_a), veh/h        | 666     | 1277 | 680  | 768     | 1333 | 594     | 143     | 515     | 465  | 125     | 498  | 496  |
| HCM Platoon Ratio            | 1.00    | 1.00 | 1.00 | 2.00    | 2.00 | 2.00    | 1.00    | 1.00    | 1.00 | 1.00    | 1.00 | 1.00 |
| Upstream Filter(I)           | 0.98    | 0.98 | 0.98 | 0.81    | 0.81 | 0.81    | 1.00    | 1.00    | 1.00 | 1.00    | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 20.1    | 36.3 | 36.3 | 4.0     | 21.8 | 11.7    | 48.4    | 42.1    | 42.4 | 45.9    | 37.1 | 37.2 |
| Incr Delay (d2), s/veh       | 0.0     | 3.5  | 6.6  | 0.1     | 4.3  | 1.4     | 10.9    | 4.5     | 6.2  | 27.9    | 1.1  | 1.1  |
| Initial Q Delay(d3), s/veh   | 0.0     | 0.0  | 0.0  | 0.0     | 0.0  | 0.0     | 0.0     | 0.0     | 0.0  | 0.0     | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 1.3     | 8.1  | 9.0  | 0.9     | 8.3  | 2.8     | 1.1     | 6.0     | 6.1  | 5.9     | 4.2  | 4.4  |
| Unsig. Movement Delay, s/veh |         |      |      |         |      |         |         |         |      |         |      |      |
| LnGrp Delay(d), s/veh        | 20.2    | 39.8 | 42.9 | 4.1     | 26.1 | 13.1    | 59.3    | 46.6    | 48.6 | 73.8    | 38.2 | 38.3 |
| LnGrp LOS                    | C       | D    | D    | A       | C    | B       | E       | D       | D    | E       | D    | D    |
| Approach Vol, veh/h          | 646     |      |      | 940     |      |         | 282     |         |      | 308     |      |      |
| Approach Delay, s/veh        | 39.4    |      |      | 20.9    |      |         | 48.4    |         |      | 49.3    |      |      |
| Approach LOS                 | D       |      |      | C       |      |         | D       |         |      | D       |      |      |
| Timer - Assigned Phs         | 1       | 2    | 3    | 4       | 5    | 6       | 7       | 8       |      |         |      |      |
| Phs Duration (G+Y+Rc), s     | 16.7    | 47.1 | 25.3 | 6.1     | 21.4 | 41.4    | 31.1    |         |      |         |      |      |
| Change Period (Y+Rc), s      | 4.0     | 5.0  | 4.0  | 5.5     | 4.0  | 5.0     | 4.0     | 5.5     |      |         |      |      |
| Max Green Setting (Gmax), s  | 29.0    | 8.0  | 37.5 | 8.0     | 28.0 | 8.0     | 37.5    |         |      |         |      |      |
| Max Q Clear Time (g_c+I1), s | 9.8     | 3.4  | 12.5 | 3.1     | 7.4  | 3.7     | 16.8    |         |      |         |      |      |
| Green Ext Time (p_c), s      | 0.0     | 2.0  | 0.2  | 7.4     | 0.0  | 1.5     | 0.0     | 8.8     |      |         |      |      |
| Intersection Summary         |         |      |      |         |      |         |         |         |      |         |      |      |
| HCM 7th Control Delay, s/veh | 34.0    |      |      |         |      |         |         |         |      |         |      |      |
| HCM 7th LOS                  | C       |      |      |         |      |         |         |         |      |         |      |      |

# HCM 7th Signalized Intersection Summary

22: Kellog Ave & Magnolia Ave

04/17/2026



| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR  | NBL                                                                               | NBT                                                                               | NBR  | SBL                                                                               | SBT                                                                               | SBR  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Configurations          |  |  |  |  |  |      |  |  |      |  |  |      |
| Traffic Volume (veh/h)       | 34                                                                                | 452                                                                               | 33                                                                                | 58                                                                                | 529                                                                               | 49   | 8                                                                                 | 79                                                                                | 47   | 41                                                                                | 84                                                                                | 33   |
| Future Volume (veh/h)        | 34                                                                                | 452                                                                               | 33                                                                                | 58                                                                                | 529                                                                               | 49   | 8                                                                                 | 79                                                                                | 47   | 41                                                                                | 84                                                                                | 33   |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00 | 1.00                                                                              |                                                                                   | 1.00 | 1.00                                                                              |                                                                                   | 1.00 |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |      | No                                                                                |                                                                                   |      | No                                                                                |                                                                                   |      |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870 | 1870                                                                              | 1870                                                                              | 1870 | 1870                                                                              | 1870                                                                              | 1870 |
| Adj Flow Rate, veh/h         | 37                                                                                | 491                                                                               | 36                                                                                | 63                                                                                | 575                                                                               | 53   | 9                                                                                 | 86                                                                                | 51   | 45                                                                                | 91                                                                                | 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2    |
| Cap, veh/h                   | 57                                                                                | 2254                                                                              | 1005                                                                              | 80                                                                                | 2130                                                                              | 196  | 20                                                                                | 115                                                                               | 68   | 64                                                                                | 165                                                                               | 65   |
| Arrive On Green              | 0.03                                                                              | 0.63                                                                              | 0.63                                                                              | 0.09                                                                              | 1.00                                                                              | 1.00 | 0.01                                                                              | 0.10                                                                              | 0.10 | 0.04                                                                              | 0.13                                                                              | 0.13 |
| Sat Flow, veh/h              | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                              | 3290                                                                              | 303  | 1781                                                                              | 1100                                                                              | 653  | 1781                                                                              | 1275                                                                              | 504  |
| Grp Volume(v), veh/h         | 37                                                                                | 491                                                                               | 36                                                                                | 63                                                                                | 310                                                                               | 318  | 9                                                                                 | 0                                                                                 | 137  | 45                                                                                | 0                                                                                 | 127  |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1816 | 1781                                                                              | 0                                                                                 | 1753 | 1781                                                                              | 0                                                                                 | 1780 |
| Q Serve(g_s), s              | 2.1                                                                               | 5.9                                                                               | 0.8                                                                               | 3.5                                                                               | 0.0                                                                               | 0.0  | 0.5                                                                               | 0.0                                                                               | 7.6  | 2.5                                                                               | 0.0                                                                               | 6.7  |
| Cycle Q Clear(g_c), s        | 2.1                                                                               | 5.9                                                                               | 0.8                                                                               | 3.5                                                                               | 0.0                                                                               | 0.0  | 0.5                                                                               | 0.0                                                                               | 7.6  | 2.5                                                                               | 0.0                                                                               | 6.7  |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.17 | 1.00                                                                              |                                                                                   | 0.37 | 1.00                                                                              |                                                                                   | 0.28 |
| Lane Grp Cap(c), veh/h       | 57                                                                                | 2254                                                                              | 1005                                                                              | 80                                                                                | 1150                                                                              | 1176 | 20                                                                                | 0                                                                                 | 184  | 64                                                                                | 0                                                                                 | 230  |
| V/C Ratio(X)                 | 0.65                                                                              | 0.22                                                                              | 0.04                                                                              | 0.78                                                                              | 0.27                                                                              | 0.27 | 0.46                                                                              | 0.00                                                                              | 0.75 | 0.71                                                                              | 0.00                                                                              | 0.55 |
| Avail Cap(c_a), veh/h        | 107                                                                               | 2254                                                                              | 1005                                                                              | 107                                                                               | 1150                                                                              | 1176 | 107                                                                               | 0                                                                                 | 719  | 107                                                                               | 0                                                                                 | 730  |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 2.00                                                                              | 2.00                                                                              | 2.00 | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95 | 1.00                                                                              | 0.00                                                                              | 1.00 | 1.00                                                                              | 0.00                                                                              | 1.00 |
| Uniform Delay (d), s/veh     | 47.8                                                                              | 7.8                                                                               | 6.8                                                                               | 45.0                                                                              | 0.0                                                                               | 0.0  | 49.1                                                                              | 0.0                                                                               | 43.5 | 47.7                                                                              | 0.0                                                                               | 40.8 |
| Incr Delay (d2), s/veh       | 11.6                                                                              | 0.2                                                                               | 0.1                                                                               | 22.3                                                                              | 0.5                                                                               | 0.5  | 15.6                                                                              | 0.0                                                                               | 8.2  | 13.5                                                                              | 0.0                                                                               | 2.9  |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0  | 0.0                                                                               | 0.0                                                                               | 0.0  | 0.0                                                                               | 0.0                                                                               | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 2.0                                                                               | 3.9                                                                               | 0.5                                                                               | 3.5                                                                               | 0.3                                                                               | 0.3  | 0.6                                                                               | 0.0                                                                               | 6.6  | 2.4                                                                               | 0.0                                                                               | 5.6  |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |
| LnGrp Delay(d), s/veh        | 59.4                                                                              | 8.0                                                                               | 6.9                                                                               | 67.3                                                                              | 0.5                                                                               | 0.5  | 64.8                                                                              | 0.0                                                                               | 51.7 | 61.2                                                                              | 0.0                                                                               | 43.7 |
| LnGrp LOS                    | E                                                                                 | A                                                                                 | A                                                                                 | E                                                                                 | A                                                                                 | A    | E                                                                                 |                                                                                   | D    | E                                                                                 |                                                                                   | D    |
| Approach Vol, veh/h          | 564                                                                               |                                                                                   |                                                                                   | 691                                                                               |                                                                                   |      | 146                                                                               |                                                                                   |      | 172                                                                               |                                                                                   |      |
| Approach Delay, s/veh        | 11.3                                                                              |                                                                                   |                                                                                   | 6.6                                                                               |                                                                                   |      | 52.5                                                                              |                                                                                   |      | 48.3                                                                              |                                                                                   |      |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |      | D                                                                                 |                                                                                   |      | D                                                                                 |                                                                                   |      |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6    | 7                                                                                 | 8                                                                                 |      |                                                                                   |                                                                                   |      |
| Phs Duration (G+Y+Rc), s     | 8.5                                                                               | 68.4                                                                              | 5.1                                                                               | 17.9                                                                              | 7.2                                                                               | 69.7 | 7.6                                                                               | 15.5                                                                              |      |                                                                                   |                                                                                   |      |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0  | 4.0                                                                               | 5.0                                                                               |      |                                                                                   |                                                                                   |      |
| Max Green Setting (Gmax), s  | 6.0                                                                               | 29.0                                                                              | 6.0                                                                               | 41.0                                                                              | 6.0                                                                               | 29.0 | 6.0                                                                               | 41.0                                                                              |      |                                                                                   |                                                                                   |      |
| Max Q Clear Time (g_c+I), s  | 15.5                                                                              | 7.9                                                                               | 2.5                                                                               | 8.7                                                                               | 4.1                                                                               | 2.0  | 4.5                                                                               | 9.6                                                                               |      |                                                                                   |                                                                                   |      |
| Green Ext Time (p_c), s      | 0.0                                                                               | 6.0                                                                               | 0.0                                                                               | 1.0                                                                               | 0.0                                                                               | 7.9  | 0.0                                                                               | 1.1                                                                               |      |                                                                                   |                                                                                   |      |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |
| HCM 7th Control Delay, s/veh | 17.1                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |
| HCM 7th LOS                  | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |

# HCM 7th Signalized Intersection Summary

23: Magnolia Ave & Ontario Ave

04/17/2026

|                                                                                                               |  |  |  |  |  |  |  |  |  |  |  |  |
|---------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                                                                                      | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations                                                                                           |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)                                                                                        | 246                                                                               | 709                                                                               | 48                                                                                | 109                                                                               | 633                                                                               | 46                                                                                | 77                                                                                | 270                                                                               | 83                                                                                | 56                                                                                  | 329                                                                                 | 206                                                                                 |
| Future Volume (veh/h)                                                                                         | 246                                                                               | 709                                                                               | 48                                                                                | 109                                                                               | 633                                                                               | 46                                                                                | 77                                                                                | 270                                                                               | 83                                                                                | 56                                                                                  | 329                                                                                 | 206                                                                                 |
| Initial Q (Qb), veh                                                                                           | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.                                                                                               | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)                                                                                           | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj                                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                                                                                         | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln                                                                                        | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h                                                                                          | 267                                                                               | 771                                                                               | 0                                                                                 | 118                                                                               | 688                                                                               | 0                                                                                 | 84                                                                                | 293                                                                               | 90                                                                                | 61                                                                                  | 358                                                                                 | 224                                                                                 |
| 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, %                                                                                          | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                                                                                                    | 392                                                                               | 1683                                                                              |                                                                                   | 207                                                                               | 1409                                                                              |                                                                                   | 108                                                                               | 847                                                                               | 378                                                                               | 76                                                                                  | 785                                                                                 | 350                                                                                 |
| Arrive On Green                                                                                               | 0.11                                                                              | 0.33                                                                              | 0.00                                                                              | 0.06                                                                              | 0.28                                                                              | 0.00                                                                              | 0.06                                                                              | 0.24                                                                              | 0.24                                                                              | 0.04                                                                                | 0.22                                                                                | 0.22                                                                                |
| Sat Flow, veh/h                                                                                               | 3456                                                                              | 5106                                                                              | 1585                                                                              | 3456                                                                              | 5274                                                                              | 0                                                                                 | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                                | 3554                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h                                                                                          | 267                                                                               | 771                                                                               | 0                                                                                 | 118                                                                               | 688                                                                               | 0                                                                                 | 84                                                                                | 293                                                                               | 90                                                                                | 61                                                                                  | 358                                                                                 | 224                                                                                 |
| Grp Sat Flow(s),veh/h/ln                                                                                      | 1728                                                                              | 1702                                                                              | 1585                                                                              | 1728                                                                              | 1702                                                                              | 0                                                                                 | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                                | 1777                                                                                | 1585                                                                                |
| Q Serve(g_s), s                                                                                               | 4.2                                                                               | 6.7                                                                               | 0.0                                                                               | 1.9                                                                               | 6.3                                                                               | 0.0                                                                               | 2.6                                                                               | 3.8                                                                               | 2.6                                                                               | 1.9                                                                                 | 4.9                                                                                 | 7.2                                                                                 |
| Cycle Q Clear(g_c), s                                                                                         | 4.2                                                                               | 6.7                                                                               | 0.0                                                                               | 1.9                                                                               | 6.3                                                                               | 0.0                                                                               | 2.6                                                                               | 3.8                                                                               | 2.6                                                                               | 1.9                                                                                 | 4.9                                                                                 | 7.2                                                                                 |
| Prop In Lane                                                                                                  | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h                                                                                        | 392                                                                               | 1683                                                                              |                                                                                   | 207                                                                               | 1409                                                                              |                                                                                   | 108                                                                               | 847                                                                               | 378                                                                               | 76                                                                                  | 785                                                                                 | 350                                                                                 |
| V/C Ratio(X)                                                                                                  | 0.68                                                                              | 0.46                                                                              |                                                                                   | 0.57                                                                              | 0.49                                                                              |                                                                                   | 0.78                                                                              | 0.35                                                                              | 0.24                                                                              | 0.80                                                                                | 0.46                                                                                | 0.64                                                                                |
| Avail Cap(c_a), veh/h                                                                                         | 800                                                                               | 3137                                                                              |                                                                                   | 862                                                                               | 3228                                                                              |                                                                                   | 285                                                                               | 2152                                                                              | 960                                                                               | 285                                                                                 | 2152                                                                                | 960                                                                                 |
| 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                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh                                                                                      | 23.9                                                                              | 14.9                                                                              | 0.0                                                                               | 25.7                                                                              | 17.0                                                                              | 0.0                                                                               | 26.0                                                                              | 17.8                                                                              | 17.3                                                                              | 26.6                                                                                | 19.0                                                                                | 19.8                                                                                |
| Incr Delay (d2), s/veh                                                                                        | 0.8                                                                               | 0.3                                                                               | 0.0                                                                               | 0.9                                                                               | 0.4                                                                               | 0.0                                                                               | 4.6                                                                               | 0.2                                                                               | 0.3                                                                               | 6.9                                                                                 | 0.4                                                                                 | 1.9                                                                                 |
| Initial Q Delay(d3), s/veh                                                                                    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln                                                                                      | 2.9                                                                               | 4.2                                                                               | 0.0                                                                               | 1.3                                                                               | 4.1                                                                               | 0.0                                                                               | 2.1                                                                               | 2.6                                                                               | 1.6                                                                               | 1.6                                                                                 | 3.4                                                                                 | 4.7                                                                                 |
| Unsig. Movement Delay, s/veh                                                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                                                                                         | 24.7                                                                              | 15.1                                                                              | 0.0                                                                               | 26.6                                                                              | 17.4                                                                              | 0.0                                                                               | 30.6                                                                              | 18.0                                                                              | 17.6                                                                              | 33.6                                                                                | 19.4                                                                                | 21.8                                                                                |
| LnGrp LOS                                                                                                     | C                                                                                 | B                                                                                 |                                                                                   | C                                                                                 | B                                                                                 |                                                                                   | C                                                                                 | B                                                                                 | B                                                                                 | C                                                                                   | B                                                                                   | C                                                                                   |
| Approach Vol, veh/h                                                                                           | 1038                                                                              |                                                                                   |                                                                                   | 806                                                                               |                                                                                   |                                                                                   | 467                                                                               |                                                                                   |                                                                                   | 643                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh                                                                                         | 17.6                                                                              |                                                                                   |                                                                                   | 18.7                                                                              |                                                                                   |                                                                                   | 20.2                                                                              |                                                                                   |                                                                                   | 21.6                                                                                |                                                                                     |                                                                                     |
| Approach LOS                                                                                                  | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs                                                                                          | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                 | 8                                                                                 |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                                                                                      | 7.4                                                                               | 24.0                                                                              | 7.4                                                                               | 17.4                                                                              | 10.4                                                                              | 21.0                                                                              | 6.4                                                                               | 18.4                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                                                                                       | 4.0                                                                               | 5.5                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.5                                                                               | 4.0                                                                               | 5.0                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s                                                                                   | 14.0                                                                              | 34.5                                                                              | 9.0                                                                               | 34.0                                                                              | 13.0                                                                              | 35.5                                                                              | 9.0                                                                               | 34.0                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I), s                                                                                   | 13.9                                                                              | 8.7                                                                               | 4.6                                                                               | 9.2                                                                               | 6.2                                                                               | 8.3                                                                               | 3.9                                                                               | 5.8                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                                                                                       | 0.1                                                                               | 8.0                                                                               | 0.0                                                                               | 3.2                                                                               | 0.3                                                                               | 7.2                                                                               | 0.0                                                                               | 2.3                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                                                                                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh                                                                                  | 19.2                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Notes                                                                                                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |

## ***Future Conditions***

# HCM 7th Signalized Intersection Summary

## 1: E Grand Blvd/Grand Blvd & 3rd Street

04/17/2026

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |  |
| Traffic Volume (veh/h)       | 20                                                                                | 23                                                                                | 60                                                                                | 0                                                                                 | 29                                                                                | 22                                                                                | 111                                                                                 | 784                                                                                 | 8                                                                                   | 25                                                                                  | 554                                                                                 | 27                                                                                  |
| Future Volume (veh/h)        | 20                                                                                | 23                                                                                | 60                                                                                | 0                                                                                 | 29                                                                                | 22                                                                                | 111                                                                                 | 784                                                                                 | 8                                                                                   | 25                                                                                  | 554                                                                                 | 27                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 22                                                                                | 25                                                                                | 65                                                                                | 0                                                                                 | 32                                                                                | 24                                                                                | 121                                                                                 | 852                                                                                 | 9                                                                                   | 27                                                                                  | 602                                                                                 | 29                                                                                  |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 316                                                                               | 52                                                                                | 136                                                                               | 202                                                                               | 113                                                                               | 85                                                                                | 175                                                                                 | 1656                                                                                | 17                                                                                  | 59                                                                                  | 1362                                                                                | 66                                                                                  |
| Arrive On Green              | 0.11                                                                              | 0.11                                                                              | 0.11                                                                              | 0.00                                                                              | 0.11                                                                              | 0.11                                                                              | 0.10                                                                                | 0.46                                                                                | 0.46                                                                                | 0.03                                                                                | 0.39                                                                                | 0.39                                                                                |
| Sat Flow, veh/h              | 1348                                                                              | 460                                                                               | 1195                                                                              | 1307                                                                              | 992                                                                               | 744                                                                               | 1781                                                                                | 3602                                                                                | 38                                                                                  | 1781                                                                                | 3451                                                                                | 166                                                                                 |
| Grp Volume(v), veh/h         | 22                                                                                | 0                                                                                 | 90                                                                                | 0                                                                                 | 0                                                                                 | 56                                                                                | 121                                                                                 | 420                                                                                 | 441                                                                                 | 27                                                                                  | 310                                                                                 | 321                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1348                                                                              | 0                                                                                 | 1655                                                                              | 1307                                                                              | 0                                                                                 | 1736                                                                              | 1781                                                                                | 1777                                                                                | 1864                                                                                | 1781                                                                                | 1777                                                                                | 1840                                                                                |
| Q Serve(g_s), s              | 0.5                                                                               | 0.0                                                                               | 1.8                                                                               | 0.0                                                                               | 0.0                                                                               | 1.1                                                                               | 2.3                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 0.5                                                                                 | 4.5                                                                                 | 4.6                                                                                 |
| Cycle Q Clear(g_c), s        | 1.6                                                                               | 0.0                                                                               | 1.8                                                                               | 0.0                                                                               | 0.0                                                                               | 1.1                                                                               | 2.3                                                                                 | 6.0                                                                                 | 6.0                                                                                 | 0.5                                                                                 | 4.5                                                                                 | 4.6                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.72                                                                              | 1.00                                                                              |                                                                                   | 0.43                                                                              | 1.00                                                                                |                                                                                     | 0.02                                                                                | 1.00                                                                                |                                                                                     | 0.09                                                                                |
| Lane Grp Cap(c), veh/h       | 316                                                                               | 0                                                                                 | 188                                                                               | 202                                                                               | 0                                                                                 | 198                                                                               | 175                                                                                 | 817                                                                                 | 857                                                                                 | 59                                                                                  | 701                                                                                 | 726                                                                                 |
| V/C Ratio(X)                 | 0.07                                                                              | 0.00                                                                              | 0.48                                                                              | 0.00                                                                              | 0.00                                                                              | 0.28                                                                              | 0.69                                                                                | 0.51                                                                                | 0.51                                                                                | 0.46                                                                                | 0.44                                                                                | 0.44                                                                                |
| Avail Cap(c_a), veh/h        | 920                                                                               | 0                                                                                 | 930                                                                               | 1119                                                                              | 0                                                                                 | 1415                                                                              | 751                                                                                 | 1648                                                                                | 1728                                                                                | 751                                                                                 | 1498                                                                                | 1552                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 15.2                                                                              | 0.0                                                                               | 14.8                                                                              | 0.0                                                                               | 0.0                                                                               | 14.4                                                                              | 15.5                                                                                | 6.8                                                                                 | 6.8                                                                                 | 16.9                                                                                | 7.9                                                                                 | 7.9                                                                                 |
| Incr Delay (d2), s/veh       | 0.1                                                                               | 0.0                                                                               | 1.9                                                                               | 0.0                                                                               | 0.0                                                                               | 0.8                                                                               | 1.8                                                                                 | 0.7                                                                                 | 0.7                                                                                 | 2.1                                                                                 | 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                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 0.3                                                                               | 0.0                                                                               | 1.2                                                                               | 0.0                                                                               | 0.0                                                                               | 0.7                                                                               | 1.6                                                                                 | 2.7                                                                                 | 2.8                                                                                 | 0.4                                                                                 | 2.3                                                                                 | 2.4                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 15.3                                                                              | 0.0                                                                               | 16.6                                                                              | 0.0                                                                               | 0.0                                                                               | 15.2                                                                              | 17.4                                                                                | 7.5                                                                                 | 7.5                                                                                 | 19.0                                                                                | 8.5                                                                                 | 8.5                                                                                 |
| LnGrp LOS                    | B                                                                                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 | B                                                                                   | A                                                                                   | A                                                                                   | B                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          | 112                                                                               |                                                                                   |                                                                                   |                                                                                   | 56                                                                                |                                                                                   |                                                                                     |                                                                                     | 982                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 16.4                                                                              |                                                                                   |                                                                                   |                                                                                   | 15.2                                                                              |                                                                                   |                                                                                     |                                                                                     | 8.7                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 5.2                                                                               | 21.4                                                                              |                                                                                   | 9.0                                                                               | 7.5                                                                               | 19.0                                                                              |                                                                                     | 9.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               |                                                                                     | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 15.0                                                                              | 33.0                                                                              |                                                                                   | 20.0                                                                              | 15.0                                                                              | 30.0                                                                              |                                                                                     | 29.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 2.5                                                                               | 8.0                                                                               |                                                                                   | 3.8                                                                               | 4.3                                                                               | 6.6                                                                               |                                                                                     | 3.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 8.4                                                                               |                                                                                   | 0.4                                                                               | 0.1                                                                               | 5.7                                                                               |                                                                                     | 0.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 9.5                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

| Intersection             |                                                                                   |      |                                                                                   |      |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 1.8                                                                               |      |                                                                                   |      |                                                                                   |                                                                                   |
| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL                                                                               | SBT                                                                               |
| Lane Configurations      |  |      |  |      |  |  |
| Traffic Vol, veh/h       | 3                                                                                 | 126  | 796                                                                               | 13   | 105                                                                               | 534                                                                               |
| Future Vol, veh/h        | 3                                                                                 | 126  | 796                                                                               | 13   | 105                                                                               | 534                                                                               |
| 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                                                                                 | -    | -                                                                                 | -    | 50                                                                                | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | 0                                                                                 | -    | -                                                                                 | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -    | 0                                                                                 | -    | -                                                                                 | 0                                                                                 |
| Peak Hour Factor         | 92                                                                                | 92   | 92                                                                                | 92   | 92                                                                                | 92                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 3                                                                                 | 137  | 865                                                                               | 14   | 114                                                                               | 580                                                                               |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 1391   | 440    | 0      |
| Stage 1              | 872    | -      | -      |
| Stage 2              | 518    | -      | -      |
| Critical Hdwy        | 6.84   | 6.94   | -      |
| Critical Hdwy Stg 1  | 5.84   | -      | -      |
| Critical Hdwy Stg 2  | 5.84   | -      | -      |
| Follow-up Hdwy       | 3.52   | 3.32   | -      |
| Pot Cap-1 Maneuver   | 133    | 565    | -      |
| Stage 1              | 369    | -      | -      |
| Stage 2              | 562    | -      | -      |
| Platoon blocked, %   |        | -      | -      |
| Mov Cap-1 Maneuver   | 113    | 565    | -      |
| Mov Cap-2 Maneuver   | 241    | -      | -      |
| Stage 1              | 369    | -      | -      |
| Stage 2              | 478    | -      | -      |

| Approach          | WB    | NB | SB   |
|-------------------|-------|----|------|
| HCM Ctrl Dly, s/v | 13.81 | 0  | 1.73 |
| HCM LOS           | B     |    |      |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT   |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h)      | -   | -        | 548   | 764   |
| HCM Lane V/C Ratio    | -   | -        | 0.256 | 0.149 |
| HCM Ctrl Dly (s/v)    | -   | -        | 13.8  | 10.5  |
| HCM Lane LOS          | -   | -        | B     | B     |
| HCM 95th %tile Q(veh) | -   | -        | 1     | 0.5   |

**Intersection**

Int Delay, s/veh 0.2

| Movement                 | EBT                                                                               | EBR  | WBL  | WBT                                                                               | NBL                                                                               | NBR  |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 117                                                                               | 4    | 2    | 142                                                                               | 3                                                                                 | 0    |
| Future Vol, veh/h        | 117                                                                               | 4    | 2    | 142                                                                               | 3                                                                                 | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Free                                                                              | Free | Free | Free                                                                              | Stop                                                                              | Stop |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | -                                                                                 | -    | -    | -                                                                                 | 0                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92   | 92   | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2    | 2                                                                                 | 2                                                                                 | 2    |
| Mvmt Flow                | 127                                                                               | 4    | 2    | 154                                                                               | 3                                                                                 | 0    |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 132    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | 4.12   |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | 2.218  |
| Pot Cap-1 Maneuver   | -      | -      | 1454   |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 1454   |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach          | EB | WB  | NB    |
|-------------------|----|-----|-------|
| HCM Ctrl Dly, s/v | 0  | 0.1 | 10.16 |
| HCM LOS           |    |     | B     |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 701   | -   | -   | 25    | -   |
| HCM Lane V/C Ratio    | 0.005 | -   | -   | 0.001 | -   |
| HCM Ctrl Dly (s/v)    | 10.2  | -   | -   | 7.5   | 0   |
| HCM Lane LOS          | B     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 0     | -   |

| Intersection             |      |                                                                                   |                                                                                   |      |                                                                                   |      |
|--------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.5  |                                                                                   |                                                                                   |      |                                                                                   |      |
| Movement                 | EBL  | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
| Lane Configurations      |      |  |  |      |  |      |
| Traffic Vol, veh/h       | 7    | 111                                                                               | 134                                                                               | 10   | 6                                                                                 | 1    |
| Future Vol, veh/h        | 7    | 111                                                                               | 134                                                                               | 10   | 6                                                                                 | 1    |
| Conflicting Peds, #/hr   | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0    |
| Sign Control             | Free | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop |
| RT Channelized           | -    | None                                                                              | -                                                                                 | None | -                                                                                 | None |
| Storage Length           | -    | -                                                                                 | -                                                                                 | -    | 0                                                                                 | -    |
| Veh in Median Storage, # | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Grade, %                 | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Peak Hour Factor         | 92   | 92                                                                                | 92                                                                                | 92   | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 8    | 121                                                                               | 146                                                                               | 11   | 7                                                                                 | 1    |

| Major/Minor          | Major1 | Major2 | Minor2        |
|----------------------|--------|--------|---------------|
| Conflicting Flow All | 157    | 0      | 0 287 151     |
| Stage 1              | -      | -      | - 151 -       |
| Stage 2              | -      | -      | - 136 -       |
| Critical Hdwy        | 4.12   | -      | - 6.42 6.22   |
| Critical Hdwy Stg 1  | -      | -      | - 5.42 -      |
| Critical Hdwy Stg 2  | -      | -      | - 5.42 -      |
| Follow-up Hdwy       | 2.218  | -      | - 3.518 3.318 |
| Pot Cap-1 Maneuver   | 1423   | -      | - 703 895     |
| Stage 1              | -      | -      | - 877 -       |
| Stage 2              | -      | -      | - 891 -       |
| Platoon blocked, %   |        | -      | -             |
| Mov Cap-1 Maneuver   | 1423   | -      | - 699 895     |
| Mov Cap-2 Maneuver   | -      | -      | - 699 -       |
| Stage 1              | -      | -      | - 872 -       |
| Stage 2              | -      | -      | - 891 -       |

| Approach          | EB   | WB | SB    |
|-------------------|------|----|-------|
| HCM Ctrl Dly, s/v | 0.45 | 0  | 10.04 |
| HCM LOS           |      |    | B     |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 107   | -   | -   | -   | 722   |
| HCM Lane V/C Ratio    | 0.005 | -   | -   | -   | 0.011 |
| HCM Ctrl Dly (s/v)    | 7.5   | 0   | -   | -   | 10    |
| HCM Lane LOS          | A     | A   | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   | 0     |



| Intersection             |                                                                                   |        |        |                                                                                   |                                                                                   |       |
|--------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 5.1                                                                               |        |        |                                                                                   |                                                                                   |       |
| Movement                 | EBT                                                                               | EBR    | WBL    | WBT                                                                               | NBL                                                                               | NBR   |
| Lane Configurations      |  |        |        |  |  |       |
| Traffic Vol, veh/h       | 2                                                                                 | 133    | 1      | 3                                                                                 | 152                                                                               | 1     |
| Future Vol, veh/h        | 2                                                                                 | 133    | 1      | 3                                                                                 | 152                                                                               | 1     |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 0      | 0                                                                                 | 0                                                                                 | 0     |
| Sign Control             | Free                                                                              | Free   | Free   | Free                                                                              | Stop                                                                              | Stop  |
| RT Channelized           | -                                                                                 | None   | -      | None                                                                              | -                                                                                 | None  |
| Storage Length           | -                                                                                 | -      | -      | -                                                                                 | 0                                                                                 | -     |
| Veh in Median Storage, # | 0                                                                                 | -      | -      | 0                                                                                 | 0                                                                                 | -     |
| Grade, %                 | 0                                                                                 | -      | -      | 0                                                                                 | 0                                                                                 | -     |
| Peak Hour Factor         | 92                                                                                | 92     | 92     | 92                                                                                | 92                                                                                | 92    |
| Heavy Vehicles, %        | 2                                                                                 | 2      | 2      | 2                                                                                 | 2                                                                                 | 2     |
| Mvmt Flow                | 2                                                                                 | 145    | 1      | 3                                                                                 | 165                                                                               | 1     |
|                          |                                                                                   |        |        |                                                                                   |                                                                                   |       |
| Major/Minor              | Major1                                                                            | Major2 | Minor1 |                                                                                   |                                                                                   |       |
| Conflicting Flow All     | 0                                                                                 | 0      | 147    | 0                                                                                 | 80                                                                                | 74    |
| Stage 1                  | -                                                                                 | -      | -      | -                                                                                 | 74                                                                                | -     |
| Stage 2                  | -                                                                                 | -      | -      | -                                                                                 | 5                                                                                 | -     |
| Critical Hdwy            | -                                                                                 | -      | 4.12   | -                                                                                 | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -                                                                                 | -      | -      | -                                                                                 | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -                                                                                 | -      | -      | -                                                                                 | 5.42                                                                              | -     |
| Follow-up Hdwy           | -                                                                                 | -      | 2.218  | -                                                                                 | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | -                                                                                 | -      | 1435   | -                                                                                 | 923                                                                               | 987   |
| Stage 1                  | -                                                                                 | -      | -      | -                                                                                 | 948                                                                               | -     |
| Stage 2                  | -                                                                                 | -      | -      | -                                                                                 | 1018                                                                              | -     |
| Platoon blocked, %       | -                                                                                 | -      |        | -                                                                                 |                                                                                   |       |
| Mov Cap-1 Maneuver       | -                                                                                 | -      | 1435   | -                                                                                 | 922                                                                               | 987   |
| Mov Cap-2 Maneuver       | -                                                                                 | -      | -      | -                                                                                 | 922                                                                               | -     |
| Stage 1                  | -                                                                                 | -      | -      | -                                                                                 | 948                                                                               | -     |
| Stage 2                  | -                                                                                 | -      | -      | -                                                                                 | 1017                                                                              | -     |
|                          |                                                                                   |        |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |        |        |                                                                                   |                                                                                   |       |
| Approach                 | EB                                                                                | WB     |        | NB                                                                                |                                                                                   |       |
| HCM Ctrl Dly, s/v        | 0                                                                                 | 1.88   |        | 9.76                                                                              |                                                                                   |       |
| HCM LOS                  | A                                                                                 |        |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |        |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |        |        |                                                                                   |                                                                                   |       |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT    | EBR    | WBL                                                                               | WBT                                                                               |       |
| Capacity (veh/h)         | 922                                                                               | -      | -      | 450                                                                               | -                                                                                 |       |
| HCM Lane V/C Ratio       | 0.18                                                                              | -      | -      | 0.001                                                                             | -                                                                                 |       |
| HCM Ctrl Dly (s/v)       | 9.8                                                                               | -      | -      | 7.5                                                                               | 0                                                                                 |       |
| HCM Lane LOS             | A                                                                                 | -      | -      | A                                                                                 | A                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.7                                                                               | -      | -      | 0                                                                                 | -                                                                                 |       |

| Intersection             |                                                                                   |      |                                                                                   |      |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.1                                                                               |      |                                                                                   |      |                                                                                   |                                                                                   |
| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL                                                                               | SBT                                                                               |
| Lane Configurations      |  |      |  |      |  |  |
| Traffic Vol, veh/h       | 0                                                                                 | 0    | 810                                                                               | 3    | 10                                                                                | 546                                                                               |
| Future Vol, veh/h        | 0                                                                                 | 0    | 810                                                                               | 3    | 10                                                                                | 546                                                                               |
| 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                                                                                 | -    | -                                                                                 | -    | 50                                                                                | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | 0                                                                                 | -    | -                                                                                 | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -    | 0                                                                                 | -    | -                                                                                 | 0                                                                                 |
| Peak Hour Factor         | 92                                                                                | 92   | 92                                                                                | 92   | 92                                                                                | 92                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 0                                                                                 | 0    | 880                                                                               | 3    | 11                                                                                | 593                                                                               |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 1201   | 442    | 0      |
| Stage 1              | 882    | -      | -      |
| Stage 2              | 318    | -      | -      |
| Critical Hdwy        | 6.84   | 6.94   | -      |
| Critical Hdwy Stg 1  | 5.84   | -      | -      |
| Critical Hdwy Stg 2  | 5.84   | -      | -      |
| Follow-up Hdwy       | 3.52   | 3.32   | -      |
| Pot Cap-1 Maneuver   | 178    | 563    | -      |
| Stage 1              | 365    | -      | -      |
| Stage 2              | 710    | -      | -      |
| Platoon blocked, %   |        | -      | -      |
| Mov Cap-1 Maneuver   | 175    | 563    | -      |
| Mov Cap-2 Maneuver   | 287    | -      | -      |
| Stage 1              | 365    | -      | -      |
| Stage 2              | 700    | -      | -      |

| Approach          | WB | NB | SB   |
|-------------------|----|----|------|
| HCM Ctrl Dly, s/v | 0  | 0  | 0.18 |
| HCM LOS           | A  |    |      |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT   |
|-----------------------|-----|----------|-----|-------|
| Capacity (veh/h)      | -   | -        | -   | 761   |
| HCM Lane V/C Ratio    | -   | -        | -   | 0.014 |
| HCM Ctrl Dly (s/v)    | -   | -        | 0   | 9.8   |
| HCM Lane LOS          | -   | -        | A   | A     |
| HCM 95th %tile Q(veh) | -   | -        | -   | 0     |

# HCM 7th Signalized Intersection Summary

7: E Grand Blvd & 6th St

04/17/2026

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 22                                                                                | 270                                                                               | 56                                                                                | 119                                                                               | 554                                                                               | 342                                                                               | 87                                                                                  | 453                                                                                 | 94                                                                                  | 156                                                                                 | 370                                                                                 | 16                                                                                  |
| Future Volume (veh/h)        | 22                                                                                | 270                                                                               | 56                                                                                | 119                                                                               | 554                                                                               | 342                                                                               | 87                                                                                  | 453                                                                                 | 94                                                                                  | 156                                                                                 | 370                                                                                 | 16                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 24                                                                                | 293                                                                               | 61                                                                                | 129                                                                               | 602                                                                               | 372                                                                               | 95                                                                                  | 492                                                                                 | 102                                                                                 | 170                                                                                 | 402                                                                                 | 17                                                                                  |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 34                                                                                | 822                                                                               | 697                                                                               | 159                                                                               | 954                                                                               | 808                                                                               | 120                                                                                 | 574                                                                                 | 118                                                                                 | 199                                                                                 | 835                                                                                 | 35                                                                                  |
| Arrive On Green              | 0.04                                                                              | 0.88                                                                              | 0.88                                                                              | 0.03                                                                              | 0.17                                                                              | 0.17                                                                              | 0.07                                                                                | 0.20                                                                                | 0.20                                                                                | 0.11                                                                                | 0.24                                                                                | 0.24                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                                | 2933                                                                                | 605                                                                                 | 1781                                                                                | 3474                                                                                | 147                                                                                 |
| Grp Volume(v), veh/h         | 24                                                                                | 293                                                                               | 61                                                                                | 129                                                                               | 602                                                                               | 372                                                                               | 95                                                                                  | 297                                                                                 | 297                                                                                 | 170                                                                                 | 205                                                                                 | 214                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                                | 1777                                                                                | 1761                                                                                | 1781                                                                                | 1777                                                                                | 1844                                                                                |
| Q Serve(g_s), s              | 1.5                                                                               | 3.0                                                                               | 0.6                                                                               | 7.9                                                                               | 32.9                                                                              | 23.3                                                                              | 5.8                                                                                 | 17.8                                                                                | 17.9                                                                                | 10.3                                                                                | 10.9                                                                                | 11.0                                                                                |
| Cycle Q Clear(g_c), s        | 1.5                                                                               | 3.0                                                                               | 0.6                                                                               | 7.9                                                                               | 32.9                                                                              | 23.3                                                                              | 5.8                                                                                 | 17.8                                                                                | 17.9                                                                                | 10.3                                                                                | 10.9                                                                                | 11.0                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.34                                                                                | 1.00                                                                                |                                                                                     | 0.08                                                                                |
| Lane Grp Cap(c), veh/h       | 34                                                                                | 822                                                                               | 697                                                                               | 159                                                                               | 954                                                                               | 808                                                                               | 120                                                                                 | 348                                                                                 | 345                                                                                 | 199                                                                                 | 427                                                                                 | 443                                                                                 |
| V/C Ratio(X)                 | 0.71                                                                              | 0.36                                                                              | 0.09                                                                              | 0.81                                                                              | 0.63                                                                              | 0.46                                                                              | 0.79                                                                                | 0.85                                                                                | 0.86                                                                                | 0.85                                                                                | 0.48                                                                                | 0.48                                                                                |
| Avail Cap(c_a), veh/h        | 162                                                                               | 822                                                                               | 697                                                                               | 291                                                                               | 954                                                                               | 808                                                                               | 178                                                                                 | 372                                                                                 | 368                                                                                 | 243                                                                                 | 436                                                                                 | 453                                                                                 |
| HCM Platoon Ratio            | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 0.33                                                                              | 0.33                                                                              | 0.33                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 52.6                                                                              | 3.9                                                                               | 3.8                                                                               | 52.5                                                                              | 36.1                                                                              | 32.1                                                                              | 50.6                                                                                | 42.7                                                                                | 42.8                                                                                | 48.0                                                                                | 35.9                                                                                | 35.9                                                                                |
| Incr Delay (d2), s/veh       | 9.2                                                                               | 1.1                                                                               | 0.2                                                                               | 3.7                                                                               | 3.2                                                                               | 1.9                                                                               | 6.9                                                                                 | 17.0                                                                                | 18.0                                                                                | 18.4                                                                                | 1.8                                                                                 | 1.7                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 1.3                                                                               | 2.1                                                                               | 0.4                                                                               | 7.0                                                                               | 24.2                                                                              | 15.5                                                                              | 5.0                                                                                 | 14.1                                                                                | 14.3                                                                                | 9.5                                                                                 | 8.6                                                                                 | 8.8                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 61.8                                                                              | 5.0                                                                               | 4.0                                                                               | 56.2                                                                              | 39.3                                                                              | 34.0                                                                              | 57.5                                                                                | 59.7                                                                                | 60.8                                                                                | 66.4                                                                                | 37.7                                                                                | 37.6                                                                                |
| LnGrp LOS                    | E                                                                                 | A                                                                                 | A                                                                                 | E                                                                                 | D                                                                                 | C                                                                                 | E                                                                                   | E                                                                                   | E                                                                                   | E                                                                                   | D                                                                                   | D                                                                                   |
| Approach Vol, veh/h          | 378                                                                               |                                                                                   |                                                                                   | 1103                                                                              |                                                                                   |                                                                                   | 689                                                                                 |                                                                                     |                                                                                     | 589                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 8.5                                                                               |                                                                                   |                                                                                   | 39.5                                                                              |                                                                                   |                                                                                   | 59.9                                                                                |                                                                                     |                                                                                     | 45.9                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | A                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | E                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 13.8                                                                              | 53.4                                                                              | 11.4                                                                              | 31.4                                                                              | 6.1                                                                               | 61.1                                                                              | 16.3                                                                                | 26.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 18.0                                                                              | 36.0                                                                              | 11.0                                                                              | 27.0                                                                              | 10.0                                                                              | 44.0                                                                              | 15.0                                                                                | 23.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 9.9                                                                               | 5.0                                                                               | 7.8                                                                               | 13.0                                                                              | 3.5                                                                               | 34.9                                                                              | 12.3                                                                                | 19.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.1                                                                               | 4.1                                                                               | 0.0                                                                               | 3.6                                                                               | 0.0                                                                               | 5.7                                                                               | 0.1                                                                                 | 1.6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 41.7                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

5. FB AM Future without Project - AM 8:00 am 04/17/2026  
GTC

Synchro 12 Report  
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| Intersection             |        |        |      |        |      |      |
|--------------------------|--------|--------|------|--------|------|------|
| Int Delay, s/veh         | 0      |        |      |        |      |      |
| Movement                 | EBL    | EBT    | WBT  | WBR    | SBL  | SBR  |
| Lane Configurations      |        | ↑↑     | ↑↑   |        |      | ↗    |
| Traffic Vol, veh/h       | 0      | 528    | 1015 | 1      | 0    | 5    |
| Future Vol, veh/h        | 0      | 528    | 1015 | 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         | 92     | 92     | 92   | 92     | 92   | 92   |
| Heavy Vehicles, %        | 2      | 2      | 2    | 2      | 2    | 2    |
| Mvmt Flow                | 0      | 574    | 1103 | 1      | 0    | 5    |
|                          |        |        |      |        |      |      |
| Major/Minor              | Major1 | Major2 |      | Minor2 |      |      |
| Conflicting Flow All     | -      | 0      | -    | 0      | -    | 552  |
| Stage 1                  | -      | -      | -    | -      | -    | -    |
| Stage 2                  | -      | -      | -    | -      | -    | -    |
| Critical Hdwy            | -      | -      | -    | -      | -    | 6.94 |
| Critical Hdwy Stg 1      | -      | -      | -    | -      | -    | -    |
| Critical Hdwy Stg 2      | -      | -      | -    | -      | -    | -    |
| Follow-up Hdwy           | -      | -      | -    | -      | -    | 3.32 |
| Pot Cap-1 Maneuver       | 0      | -      | -    | -      | 0    | 477  |
| Stage 1                  | 0      | -      | -    | -      | 0    | -    |
| Stage 2                  | 0      | -      | -    | -      | 0    | -    |
| Platoon blocked, %       |        | -      | -    | -      |      |      |
| Mov Cap-1 Maneuver       | -      | -      | -    | -      | -    | 477  |
| Mov Cap-2 Maneuver       | -      | -      | -    | -      | -    | -    |
| Stage 1                  | -      | -      | -    | -      | -    | -    |
| Stage 2                  | -      | -      | -    | -      | -    | -    |
|                          |        |        |      |        |      |      |
|                          |        |        |      |        |      |      |
| Approach                 | EB     | WB     |      | SB     |      |      |
| HCM Ctrl Dly, s/v        | 0      | 0      |      | 12.63  |      |      |
| HCM LOS                  | B      |        |      |        |      |      |
|                          |        |        |      |        |      |      |
| Minor Lane/Major Mvmt    | EBT    | WBT    | WBR  | SBLn1  |      |      |
| Capacity (veh/h)         | -      | -      | -    | 477    |      |      |
| HCM Lane V/C Ratio       | -      | -      | -    | 0.011  |      |      |
| HCM Ctrl Dly (s/v)       | -      | -      | -    | 12.6   |      |      |
| HCM Lane LOS             | -      | -      | -    | B      |      |      |
| HCM 95th %tile Q(veh)    | -      | -      | -    | 0      |      |      |

# HCM 7th Signalized Intersection Summary

9: Rimpau Ave & 6th St

04/17/2026

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 5                                                                                 | 389                                                                               | 118                                                                               | 136                                                                               | 817                                                                               | 49                                                                                | 177                                                                                | 102                                                                                 | 105                                                                                 | 49                                                                                  | 89                                                                                  | 4                                                                                   |
| Future Volume (veh/h)        | 5                                                                                 | 389                                                                               | 118                                                                               | 136                                                                               | 817                                                                               | 49                                                                                | 177                                                                                | 102                                                                                 | 105                                                                                 | 49                                                                                  | 89                                                                                  | 4                                                                                   |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                 |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                               | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 5                                                                                 | 423                                                                               | 128                                                                               | 148                                                                               | 888                                                                               | 53                                                                                | 192                                                                                | 111                                                                                 | 114                                                                                 | 53                                                                                  | 97                                                                                  | 4                                                                                   |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 11                                                                                | 1449                                                                              | 434                                                                               | 179                                                                               | 2153                                                                              | 129                                                                               | 297                                                                                | 133                                                                                 | 136                                                                                 | 165                                                                                 | 167                                                                                 | 7                                                                                   |
| Arrive On Green              | 0.01                                                                              | 1.00                                                                              | 1.00                                                                              | 0.10                                                                              | 0.63                                                                              | 0.63                                                                              | 0.10                                                                               | 0.16                                                                                | 0.16                                                                                | 0.04                                                                                | 0.09                                                                                | 0.09                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 2694                                                                              | 807                                                                               | 1781                                                                              | 3407                                                                              | 203                                                                               | 1781                                                                               | 846                                                                                 | 868                                                                                 | 1781                                                                                | 1784                                                                                | 74                                                                                  |
| Grp Volume(v), veh/h         | 5                                                                                 | 278                                                                               | 273                                                                               | 148                                                                               | 463                                                                               | 478                                                                               | 192                                                                                | 0                                                                                   | 225                                                                                 | 53                                                                                  | 0                                                                                   | 101                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1725                                                                              | 1781                                                                              | 1777                                                                              | 1834                                                                              | 1781                                                                               | 0                                                                                   | 1714                                                                                | 1781                                                                                | 0                                                                                   | 1857                                                                                |
| Q Serve(g_s), s              | 0.3                                                                               | 0.0                                                                               | 0.0                                                                               | 9.0                                                                               | 14.3                                                                              | 14.3                                                                              | 10.5                                                                               | 0.0                                                                                 | 14.0                                                                                | 2.9                                                                                 | 0.0                                                                                 | 5.7                                                                                 |
| Cycle Q Clear(g_c), s        | 0.3                                                                               | 0.0                                                                               | 0.0                                                                               | 9.0                                                                               | 14.3                                                                              | 14.3                                                                              | 10.5                                                                               | 0.0                                                                                 | 14.0                                                                                | 2.9                                                                                 | 0.0                                                                                 | 5.7                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.47                                                                              | 1.00                                                                              |                                                                                   | 0.11                                                                              | 1.00                                                                               |                                                                                     | 0.51                                                                                | 1.00                                                                                |                                                                                     | 0.04                                                                                |
| Lane Grp Cap(c), veh/h       | 11                                                                                | 956                                                                               | 928                                                                               | 179                                                                               | 1123                                                                              | 1159                                                                              | 297                                                                                | 0                                                                                   | 269                                                                                 | 165                                                                                 | 0                                                                                   | 174                                                                                 |
| V/C Ratio(X)                 | 0.44                                                                              | 0.29                                                                              | 0.29                                                                              | 0.83                                                                              | 0.41                                                                              | 0.41                                                                              | 0.65                                                                               | 0.00                                                                                | 0.84                                                                                | 0.32                                                                                | 0.00                                                                                | 0.58                                                                                |
| Avail Cap(c_a), veh/h        | 162                                                                               | 956                                                                               | 928                                                                               | 291                                                                               | 1123                                                                              | 1159                                                                              | 297                                                                                | 0                                                                                   | 421                                                                                 | 197                                                                                 | 0                                                                                   | 371                                                                                 |
| 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)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.67                                                                               | 0.00                                                                                | 0.67                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 54.1                                                                              | 0.0                                                                               | 0.0                                                                               | 48.5                                                                              | 10.1                                                                              | 10.1                                                                              | 38.6                                                                               | 0.0                                                                                 | 45.0                                                                                | 43.1                                                                                | 0.0                                                                                 | 47.8                                                                                |
| Incr Delay (d2), s/veh       | 23.9                                                                              | 0.8                                                                               | 0.8                                                                               | 9.8                                                                               | 1.1                                                                               | 1.1                                                                               | 3.2                                                                                | 0.0                                                                                 | 7.4                                                                                 | 1.1                                                                                 | 0.0                                                                                 | 4.3                                                                                 |
| 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(95%),veh/ln     | 0.4                                                                               | 0.4                                                                               | 0.4                                                                               | 7.9                                                                               | 9.5                                                                               | 9.7                                                                               | 7.8                                                                                | 0.0                                                                                 | 9.9                                                                                 | 2.4                                                                                 | 0.0                                                                                 | 5.1                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 78.0                                                                              | 0.8                                                                               | 0.8                                                                               | 58.3                                                                              | 11.2                                                                              | 11.2                                                                              | 41.9                                                                               | 0.0                                                                                 | 52.4                                                                                | 44.3                                                                                | 0.0                                                                                 | 52.1                                                                                |
| LnGrp LOS                    | E                                                                                 | A                                                                                 | A                                                                                 | E                                                                                 | B                                                                                 | B                                                                                 | D                                                                                  |                                                                                     | D                                                                                   | D                                                                                   |                                                                                     | D                                                                                   |
| Approach Vol, veh/h          | 556                                                                               |                                                                                   | 1089                                                                              |                                                                                   |                                                                                   |                                                                                   | 417                                                                                |                                                                                     |                                                                                     | 154                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 1.5                                                                               |                                                                                   | 17.6                                                                              |                                                                                   |                                                                                   |                                                                                   | 47.5                                                                               |                                                                                     |                                                                                     | 49.4                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | A                                                                                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   | D                                                                                  |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 15.0                                                                              | 64.7                                                                              | 8.0                                                                               | 22.3                                                                              | 4.7                                                                               | 75.0                                                                              | 15.0                                                                               | 15.3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.5                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.5                                                                               | 4.0                                                                                | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 18.0                                                                              | 40.5                                                                              | 6.0                                                                               | 27.0                                                                              | 10.0                                                                              | 48.5                                                                              | 11.0                                                                               | 22.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 11.0                                                                              | 2.0                                                                               | 4.9                                                                               | 16.0                                                                              | 2.3                                                                               | 16.3                                                                              | 12.5                                                                               | 7.7                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.2                                                                               | 7.6                                                                               | 0.0                                                                               | 1.3                                                                               | 0.0                                                                               | 13.8                                                                              | 0.0                                                                                | 0.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 21.4                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

5. FB AM Future without Project - AM 8:00 am 04/17/2026  
GTC

Synchro 12 Report  
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**Intersection**

Int Delay, s/veh 0.1

**Movement** EBT EBR WBL WBT NBL NBR

Lane Configurations

Traffic Vol, veh/h 117 4 1 142 3 0

Future Vol, veh/h 117 4 1 142 3 0

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 127 4 1 154 3 0

**Major/Minor** Major1 Major2 Minor1

Conflicting Flow All 0 0 132 0 286 129

Stage 1 - - - - 129 -

Stage 2 - - - - 157 -

Critical Hdwy - - 4.12 - 6.42 6.22

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy - - 2.218 - 3.518 3.318

Pot Cap-1 Maneuver - - 1454 - 704 920

Stage 1 - - - - 897 -

Stage 2 - - - - 872 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - 1454 - 704 920

Mov Cap-2 Maneuver - - - - 704 -

Stage 1 - - - - 897 -

Stage 2 - - - - 871 -

**Approach** EB WB NB

HCM Ctrl Dly, s/v 0 0.05 10.14

HCM LOS B

**Minor Lane/Major Mvmt** NBLn1 EBT EBR WBL WBT

Capacity (veh/h) 704 - - 13 -

HCM Lane V/C Ratio 0.005 - - 0.001 -

HCM Ctrl Dly (s/v) 10.1 - - 7.5 0

HCM Lane LOS B - - A A

HCM 95th %tile Q(veh) 0 - - 0 -

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.4  |      |      |      |      |      |
| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations      | W    | W    | T    | T    | T    | T    |
| Traffic Vol, veh/h       | 6    | 6    | 146  | 6    | 1    | 133  |
| Future Vol, veh/h        | 6    | 6    | 146  | 6    | 1    | 133  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | 0    | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 7    | 7    | 159  | 7    | 1    | 145  |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 309    | 162    | 0      |
| Stage 1              | 162    | -      | -      |
| Stage 2              | 147    | -      | -      |
| Critical Hdwy        | 6.42   | 6.22   | -      |
| Critical Hdwy Stg 1  | 5.42   | -      | -      |
| Critical Hdwy Stg 2  | 5.42   | -      | -      |
| Follow-up Hdwy       | 3.518  | 3.318  | -      |
| Pot Cap-1 Maneuver   | 684    | 883    | -      |
| Stage 1              | 867    | -      | -      |
| Stage 2              | 881    | -      | -      |
| Platoon blocked, %   |        | -      | -      |
| Mov Cap-1 Maneuver   | 683    | 883    | -      |
| Mov Cap-2 Maneuver   | 683    | -      | -      |
| Stage 1              | 867    | -      | -      |
| Stage 2              | 880    | -      | -      |

| Approach          | WB   | NB | SB   |
|-------------------|------|----|------|
| HCM Ctrl Dly, s/v | 9.75 | 0  | 0.06 |
| HCM LOS           | A    |    |      |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT   |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h)      | -   | -        | 770   | 13    |
| HCM Lane V/C Ratio    | -   | -        | 0.017 | 0.001 |
| HCM Ctrl Dly (s/v)    | -   | -        | 9.8   | 7.5   |
| HCM Lane LOS          | -   | -        | A     | A     |
| HCM 95th %tile Q(veh) | -   | -        | 0.1   | 0     |

| Intersection             |        |        |      |        |      |      |
|--------------------------|--------|--------|------|--------|------|------|
| Int Delay, s/veh         | 0      |        |      |        |      |      |
| Movement                 | EBL    | EBT    | WBT  | WBR    | SBL  | SBR  |
| Lane Configurations      |        | ↑↑     | ↑↑   |        |      | ↗    |
| Traffic Vol, veh/h       | 0      | 523    | 1011 | 1      | 0    | 0    |
| Future Vol, veh/h        | 0      | 523    | 1011 | 1      | 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           | -      | -      | -    | -      | -    | 0    |
| Veh in Median Storage, # | -      | 0      | 0    | -      | 0    | -    |
| Grade, %                 | -      | 0      | 0    | -      | 0    | -    |
| Peak Hour Factor         | 92     | 92     | 92   | 92     | 92   | 92   |
| Heavy Vehicles, %        | 2      | 2      | 2    | 2      | 2    | 2    |
| Mvmt Flow                | 0      | 568    | 1099 | 1      | 0    | 0    |
|                          |        |        |      |        |      |      |
| Major/Minor              | Major1 | Major2 |      | Minor2 |      |      |
| Conflicting Flow All     | -      | 0      | -    | 0      | -    | 550  |
| Stage 1                  | -      | -      | -    | -      | -    | -    |
| Stage 2                  | -      | -      | -    | -      | -    | -    |
| Critical Hdwy            | -      | -      | -    | -      | -    | 6.94 |
| Critical Hdwy Stg 1      | -      | -      | -    | -      | -    | -    |
| Critical Hdwy Stg 2      | -      | -      | -    | -      | -    | -    |
| Follow-up Hdwy           | -      | -      | -    | -      | -    | 3.32 |
| Pot Cap-1 Maneuver       | 0      | -      | -    | -      | 0    | 479  |
| Stage 1                  | 0      | -      | -    | -      | 0    | -    |
| Stage 2                  | 0      | -      | -    | -      | 0    | -    |
| Platoon blocked, %       |        | -      | -    | -      |      |      |
| Mov Cap-1 Maneuver       | -      | -      | -    | -      | -    | 479  |
| Mov Cap-2 Maneuver       | -      | -      | -    | -      | -    | -    |
| Stage 1                  | -      | -      | -    | -      | -    | -    |
| Stage 2                  | -      | -      | -    | -      | -    | -    |
|                          |        |        |      |        |      |      |
|                          |        |        |      |        |      |      |
| Approach                 | EB     | WB     |      | SB     |      |      |
| HCM Ctrl Dly, s/v        | 0      | 0      |      | 0      |      |      |
| HCM LOS                  | A      |        |      |        |      |      |
|                          |        |        |      |        |      |      |
|                          |        |        |      |        |      |      |
| Minor Lane/Major Mvmt    | EBT    | WBT    | WBR  | SBLn1  |      |      |
| Capacity (veh/h)         | -      | -      | -    | -      |      |      |
| HCM Lane V/C Ratio       | -      | -      | -    | -      |      |      |
| HCM Ctrl Dly (s/v)       | -      | -      | -    | 0      |      |      |
| HCM Lane LOS             | -      | -      | -    | A      |      |      |
| HCM 95th %tile Q(veh)    | -      | -      | -    | -      |      |      |



# HCM 7th Signalized Intersection Summary

13: N Main St & Grand Blvd

04/17/2026

|                                           |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                  | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations                       |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)                    | 123                                                                               | 109                                                                               | 92                                                                                | 123                                                                               | 289                                                                               | 219                                                                               | 582                                                                                | 764                                                                                 | 131                                                                                 | 208                                                                                 | 775                                                                                 | 292                                                                                 |
| Future Volume (veh/h)                     | 123                                                                               | 109                                                                               | 92                                                                                | 123                                                                               | 289                                                                               | 219                                                                               | 582                                                                                | 764                                                                                 | 131                                                                                 | 208                                                                                 | 775                                                                                 | 292                                                                                 |
| Initial Q (Qb), veh                       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.                           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)                       | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj                          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                     | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                 |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln                    | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                               | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h                      | 134                                                                               | 118                                                                               | 100                                                                               | 134                                                                               | 314                                                                               | 238                                                                               | 633                                                                                | 830                                                                                 | 142                                                                                 | 226                                                                                 | 842                                                                                 | 317                                                                                 |
| 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, %                      | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                                | 192                                                                               | 576                                                                               | 521                                                                               | 188                                                                               | 572                                                                               | 453                                                                               | 576                                                                                | 1689                                                                                | 753                                                                                 | 223                                                                                 | 1586                                                                                | 594                                                                                 |
| Arrive On Green                           | 0.06                                                                              | 0.16                                                                              | 0.16                                                                              | 0.05                                                                              | 0.16                                                                              | 0.16                                                                              | 0.17                                                                               | 0.48                                                                                | 0.48                                                                                | 0.13                                                                                | 0.43                                                                                | 0.43                                                                                |
| Sat Flow, veh/h                           | 3456                                                                              | 3554                                                                              | 1585                                                                              | 3456                                                                              | 3554                                                                              | 1585                                                                              | 3456                                                                               | 3554                                                                                | 1585                                                                                | 1781                                                                                | 3658                                                                                | 1370                                                                                |
| Grp Volume(v), veh/h                      | 134                                                                               | 118                                                                               | 100                                                                               | 134                                                                               | 314                                                                               | 238                                                                               | 633                                                                                | 830                                                                                 | 142                                                                                 | 226                                                                                 | 783                                                                                 | 376                                                                                 |
| Grp Sat Flow(s),veh/h/ln                  | 1728                                                                              | 1777                                                                              | 1585                                                                              | 1728                                                                              | 1777                                                                              | 1585                                                                              | 1728                                                                               | 1777                                                                                | 1585                                                                                | 1781                                                                                | 1702                                                                                | 1624                                                                                |
| Q Serve(g_s), s                           | 4.6                                                                               | 3.5                                                                               | 5.4                                                                               | 4.6                                                                               | 9.8                                                                               | 15.1                                                                              | 20.0                                                                               | 19.2                                                                                | 6.2                                                                                 | 15.0                                                                                | 20.3                                                                                | 20.5                                                                                |
| Cycle Q Clear(g_c), s                     | 4.6                                                                               | 3.5                                                                               | 5.4                                                                               | 4.6                                                                               | 9.8                                                                               | 15.1                                                                              | 20.0                                                                               | 19.2                                                                                | 6.2                                                                                 | 15.0                                                                                | 20.3                                                                                | 20.5                                                                                |
| Prop In Lane                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.84                                                                                |
| Lane Grp Cap(c), veh/h                    | 192                                                                               | 576                                                                               | 521                                                                               | 188                                                                               | 572                                                                               | 453                                                                               | 576                                                                                | 1689                                                                                | 753                                                                                 | 223                                                                                 | 1476                                                                                | 704                                                                                 |
| V/C Ratio(X)                              | 0.70                                                                              | 0.21                                                                              | 0.19                                                                              | 0.71                                                                              | 0.55                                                                              | 0.53                                                                              | 1.10                                                                               | 0.49                                                                                | 0.19                                                                                | 1.01                                                                                | 0.53                                                                                | 0.53                                                                                |
| Avail Cap(c_a), veh/h                     | 518                                                                               | 1125                                                                              | 766                                                                               | 230                                                                               | 829                                                                               | 568                                                                               | 576                                                                                | 1689                                                                                | 753                                                                                 | 223                                                                                 | 1476                                                                                | 704                                                                                 |
| HCM Platoon Ratio                         | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)                        | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.75                                                                              | 0.75                                                                              | 0.75                                                                              | 0.75                                                                               | 0.75                                                                                | 0.75                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh                  | 55.7                                                                              | 43.6                                                                              | 28.9                                                                              | 55.8                                                                              | 46.3                                                                              | 36.0                                                                              | 50.0                                                                               | 21.6                                                                                | 18.1                                                                                | 52.5                                                                                | 25.0                                                                                | 25.0                                                                                |
| Incr Delay (d2), s/veh                    | 1.7                                                                               | 0.2                                                                               | 0.2                                                                               | 4.0                                                                               | 0.6                                                                               | 0.7                                                                               | 63.0                                                                               | 0.8                                                                                 | 0.4                                                                                 | 64.2                                                                                | 1.4                                                                                 | 2.9                                                                                 |
| Initial Q Delay(d3), s/veh                | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln                  | 3.7                                                                               | 2.8                                                                               | 3.8                                                                               | 3.8                                                                               | 7.3                                                                               | 9.4                                                                               | 19.8                                                                               | 12.1                                                                                | 4.2                                                                                 | 16.1                                                                                | 13.2                                                                                | 13.1                                                                                |
| Unsig. Movement Delay, s/veh              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                     | 57.4                                                                              | 43.8                                                                              | 29.0                                                                              | 59.8                                                                              | 47.0                                                                              | 36.7                                                                              | 113.0                                                                              | 22.3                                                                                | 18.6                                                                                | 116.7                                                                               | 26.4                                                                                | 27.9                                                                                |
| LnGrp LOS                                 | E                                                                                 | D                                                                                 | C                                                                                 | E                                                                                 | D                                                                                 | D                                                                                 | F                                                                                  | C                                                                                   | B                                                                                   | F                                                                                   | C                                                                                   | C                                                                                   |
| Approach Vol, veh/h                       | 352                                                                               |                                                                                   | 686                                                                               |                                                                                   |                                                                                   |                                                                                   | 1605                                                                               |                                                                                     | 1385                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay, s/veh                     | 44.8                                                                              |                                                                                   | 45.9                                                                              |                                                                                   |                                                                                   |                                                                                   | 57.7                                                                               |                                                                                     | 41.5                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                              | D                                                                                 |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                   | E                                                                                  |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Timer - Assigned Phs                      | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                  | 20.0                                                                              | 63.0                                                                              | 11.5                                                                              | 25.4                                                                              | 25.0                                                                              | 58.0                                                                              | 11.7                                                                               | 25.3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                   | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                                | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s               | 15.0                                                                              | 37.0                                                                              | 8.0                                                                               | 38.0                                                                              | 20.0                                                                              | 32.0                                                                              | 18.0                                                                               | 28.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s              | 17.0                                                                              | 21.2                                                                              | 6.6                                                                               | 7.4                                                                               | 22.0                                                                              | 22.5                                                                              | 6.6                                                                                | 17.1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                   | 0.0                                                                               | 7.5                                                                               | 0.0                                                                               | 1.1                                                                               | 0.0                                                                               | 6.3                                                                               | 0.2                                                                                | 2.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh              |                                                                                   |                                                                                   | 49.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                               |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved changes to right turn type. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

5. FB AM Future without Project - AM 8:00 am 04/17/2026  
GTC

Synchro 12 Report  
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# HCM 7th Signalized Intersection Summary

## 14: N Main St & SR 91 WB Ramps

04/17/2026



| Movement                     | EBL | EBT  | EBR | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|-----|------|-----|------|------|------|------|------|------|------|------|------|
| Lane Configurations          |     |      |     | ↰    | ↰    | ↰    | ↰    | ↰    |      |      | ↰    | ↰    |
| Traffic Volume (veh/h)       | 0   | 0    | 0   | 444  | 195  | 976  | 123  | 509  | 0    | 0    | 724  | 227  |
| Future Volume (veh/h)        | 0   | 0    | 0   | 444  | 195  | 976  | 123  | 509  | 0    | 0    | 724  | 227  |
| Initial Q (Qb), veh          |     |      |     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              |     |      |     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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       |     |      |     | 1870 | 1870 | 1870 | 1870 | 1870 | 0    | 0    | 1870 | 1870 |
| Adj Flow Rate, veh/h         |     |      |     | 348  | 402  | 1061 | 134  | 553  | 0    | 0    | 787  | 247  |
| Peak Hour Factor             |     |      |     | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %         |     |      |     | 2    | 2    | 2    | 2    | 2    | 0    | 0    | 2    | 2    |
| Cap, veh/h                   |     |      |     | 554  | 582  | 986  | 220  | 2999 | 0    | 0    | 2356 | 717  |
| Arrive On Green              |     |      |     | 0.31 | 0.31 | 0.31 | 0.02 | 0.19 | 0.00 | 0.00 | 0.48 | 0.48 |
| Sat Flow, veh/h              |     |      |     | 1781 | 1870 | 3170 | 3456 | 5274 | 0    | 0    | 5189 | 1499 |
| Grp Volume(v), veh/h         |     |      |     | 348  | 402  | 1061 | 134  | 553  | 0    | 0    | 770  | 264  |
| Grp Sat Flow(s),veh/h/ln     |     |      |     | 1781 | 1870 | 1585 | 1728 | 1702 | 0    | 0    | 1609 | 1601 |
| Q Serve(g_s), s              |     |      |     | 18.4 | 20.8 | 34.2 | 4.2  | 10.0 | 0.0  | 0.0  | 10.9 | 11.3 |
| Cycle Q Clear(g_c), s        |     |      |     | 18.4 | 20.8 | 34.2 | 4.2  | 10.0 | 0.0  | 0.0  | 10.9 | 11.3 |
| Prop In Lane                 |     |      |     | 1.00 |      | 1.00 | 1.00 |      | 0.00 | 0.00 |      | 0.94 |
| Lane Grp Cap(c), veh/h       |     |      |     | 554  | 582  | 986  | 220  | 2999 | 0    | 0    | 2307 | 765  |
| V/C Ratio(X)                 |     |      |     | 0.63 | 0.69 | 1.08 | 0.61 | 0.18 | 0.00 | 0.00 | 0.33 | 0.34 |
| Avail Cap(c_a), veh/h        |     |      |     | 554  | 582  | 986  | 880  | 2999 | 0    | 0    | 2307 | 765  |
| HCM Platoon Ratio            |     |      |     | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           |     |      |     | 1.00 | 1.00 | 1.00 | 0.98 | 0.98 | 0.00 | 0.00 | 0.85 | 0.85 |
| Uniform Delay (d), s/veh     |     |      |     | 32.5 | 33.3 | 37.9 | 52.5 | 22.3 | 0.0  | 0.0  | 17.8 | 17.9 |
| Incr Delay (d2), s/veh       |     |      |     | 1.7  | 2.9  | 51.6 | 1.0  | 0.1  | 0.0  | 0.0  | 0.3  | 1.0  |
| Initial Q Delay(d3), s/veh   |     |      |     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     |     |      |     | 12.8 | 14.9 | 28.7 | 3.4  | 7.9  | 0.0  | 0.0  | 7.1  | 7.5  |
| Unsig. Movement Delay, s/veh |     |      |     |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        |     |      |     | 34.2 | 36.2 | 89.5 | 53.5 | 22.4 | 0.0  | 0.0  | 18.2 | 19.0 |
| LnGrp LOS                    |     |      |     | C    | D    | F    | D    | C    |      |      | B    | B    |
| Approach Vol, veh/h          |     |      |     |      | 1811 |      |      | 687  |      |      | 1034 |      |
| Approach Delay, s/veh        |     |      |     |      | 67.0 |      |      | 28.5 |      |      | 18.4 |      |
| Approach LOS                 |     |      |     |      | E    |      |      | C    |      |      | B    |      |
| Timer - Assigned Phs         |     | 2    |     |      | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     |     | 70.0 |     |      | 12.0 | 58.0 |      | 40.0 |      |      |      |      |
| Change Period (Y+Rc), s      |     | 5.4  |     |      | 5.0  | 5.4  |      | 5.8  |      |      |      |      |
| Max Green Setting (Gmax), s  |     | 64.6 |     |      | 28.0 | 31.6 |      | 34.2 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s |     | 12.0 |     |      | 6.2  | 13.3 |      | 36.2 |      |      |      |      |
| Green Ext Time (p_c), s      |     | 2.8  |     |      | 0.2  | 4.9  |      | 0.0  |      |      |      |      |

### Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 45.3 |
| HCM 7th LOS                  | D    |

### Notes

User approved volume balancing among the lanes for turning movement.

HCM 7th Signalized Intersection Summary  
15: S Main St/N Main St & SR 91 EB Ramps

04/17/2026



| Movement                         | EBL  | EBT  | EBR  | WBL  | WBT | WBR | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|----------------------------------|------|------|------|------|-----|-----|------|------|------|------|------|------|
| Lane Configurations              |      |      |      |      |     |     |      |      |      |      |      |      |
| Traffic Volume (veh/h)           | 230  | 3    | 296  | 0    | 0   | 0   | 0    | 396  | 730  | 402  | 807  | 0    |
| Future Volume (veh/h)            | 230  | 3    | 296  | 0    | 0   | 0   | 0    | 396  | 730  | 402  | 807  | 0    |
| Initial Q (Qb), veh              | 0    | 0    | 0    |      |     |     | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.                  | 1.00 | 1.00 | 1.00 |      |     |     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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           | 1870 | 1870 | 1870 |      |     |     | 0    | 1870 | 1870 | 1870 | 1870 | 0    |
| Adj Flow Rate, veh/h             | 252  | 0    | 322  |      |     |     | 0    | 430  | 793  | 437  | 877  | 0    |
| Peak Hour Factor                 | 0.92 | 0.92 | 0.92 |      |     |     | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %             | 2    | 2    | 2    |      |     |     | 0    | 2    | 2    | 2    | 2    | 0    |
| Cap, veh/h                       | 441  | 0    | 392  |      |     |     | 0    | 4451 | 931  | 488  | 3954 | 0    |
| Arrive On Green                  | 0.12 | 0.00 | 0.12 |      |     |     | 0.00 | 0.98 | 0.98 | 0.28 | 1.00 | 0.00 |
| Sat Flow, veh/h                  | 3563 | 0    | 3170 |      |     |     | 0    | 7930 | 1585 | 3456 | 5274 | 0    |
| Grp Volume(v), veh/h             | 252  | 0    | 322  |      |     |     | 0    | 430  | 793  | 437  | 877  | 0    |
| Grp Sat Flow(s), veh/h/ln        | 1781 | 0    | 1585 |      |     |     | 0    | 1515 | 1585 | 1728 | 1702 | 0    |
| Q Serve(g_s), s                  | 7.3  | 0.0  | 10.9 |      |     |     | 0.0  | 0.1  | 6.2  | 13.4 | 0.0  | 0.0  |
| Cycle Q Clear(g_c), s            | 7.3  | 0.0  | 10.9 |      |     |     | 0.0  | 0.1  | 6.2  | 13.4 | 0.0  | 0.0  |
| Prop In Lane                     | 1.00 |      | 1.00 |      |     |     | 0.00 |      | 1.00 | 1.00 |      | 0.00 |
| Lane Grp Cap(c), veh/h           | 441  | 0    | 392  |      |     |     | 0    | 4451 | 931  | 488  | 3954 | 0    |
| V/C Ratio(X)                     | 0.57 | 0.00 | 0.82 |      |     |     | 0.00 | 0.10 | 0.85 | 0.89 | 0.22 | 0.00 |
| Avail Cap(c_a), veh/h            | 589  | 0    | 525  |      |     |     | 0    | 4451 | 931  | 534  | 3954 | 0    |
| HCM Platoon Ratio                | 1.00 | 1.00 | 1.00 |      |     |     | 1.00 | 1.67 | 1.67 | 2.00 | 2.00 | 1.00 |
| Upstream Filter(I)               | 1.00 | 0.00 | 1.00 |      |     |     | 0.00 | 0.94 | 0.94 | 0.90 | 0.90 | 0.00 |
| Uniform Delay (d), s/veh         | 45.4 | 0.0  | 47.0 |      |     |     | 0.0  | 0.4  | 0.5  | 38.7 | 0.0  | 0.0  |
| Incr Delay (d2), s/veh           | 0.4  | 0.0  | 5.7  |      |     |     | 0.0  | 0.0  | 9.2  | 14.4 | 0.1  | 0.0  |
| Initial Q Delay(d3), s/veh       | 0.0  | 0.0  | 0.0  |      |     |     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln         | 5.9  | 0.0  | 8.1  |      |     |     | 0.0  | 0.1  | 4.9  | 9.5  | 0.1  | 0.0  |
| Unsig. Movement Delay, s/veh     |      |      |      |      |     |     |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh            | 45.9 | 0.0  | 52.7 |      |     |     | 0.0  | 0.5  | 9.6  | 53.0 | 0.1  | 0.0  |
| LnGrp LOS                        | D    |      | D    |      |     |     |      | A    | A    | D    | A    |      |
| Approach Vol, veh/h              | 574  |      |      |      |     |     | 1223 |      |      | 1314 |      |      |
| Approach Delay, s/veh            | 49.7 |      |      |      |     |     | 6.4  |      |      | 17.7 |      |      |
| Approach LOS                     | D    |      |      |      |     |     | A    |      |      | B    |      |      |
| Timer - Assigned Phs             | 1    | 2    |      | 4    |     |     | 6    |      |      |      |      |      |
| Phs Duration (G+Y+Rc), s         | 30.5 | 70.0 |      | 19.4 |     |     | 90.6 |      |      |      |      |      |
| Change Period (Y+Rc), s          | 5.0  | 5.4  |      | 5.8  |     |     | 5.4  |      |      |      |      |      |
| Max Green Setting (Gmax), s      | 7.0  | 58.6 |      | 18.2 |     |     | 80.6 |      |      |      |      |      |
| Max Q Clear Time (g_c+1/15.4), s | 8.2  | 8.2  |      | 12.9 |     |     | 2.0  |      |      |      |      |      |
| Green Ext Time (p_c), s          | 0.2  | 4.1  |      | 0.7  |     |     | 4.8  |      |      |      |      |      |

Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 19.2 |
| HCM 7th LOS                  | B    |

Notes

User approved volume balancing among the lanes for turning movement.

# HCM 7th Signalized Intersection Summary

16: S Main St & 3rd Street

04/17/2026

|                                                                    |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                                           | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations                                                |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)                                             | 161                                                                               | 42                                                                                | 23                                                                                | 19                                                                                | 59                                                                                | 156                                                                               | 21                                                                                | 786                                                                               | 23                                                                                | 77                                                                                  | 841                                                                                 | 181                                                                                 |
| Future Volume (veh/h)                                              | 161                                                                               | 42                                                                                | 23                                                                                | 19                                                                                | 59                                                                                | 156                                                                               | 21                                                                                | 786                                                                               | 23                                                                                | 77                                                                                  | 841                                                                                 | 181                                                                                 |
| Initial Q (Qb), veh                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.                                                    | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)                                                | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                                              | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln                                             | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h                                               | 175                                                                               | 46                                                                                | 25                                                                                | 21                                                                                | 64                                                                                | 170                                                                               | 23                                                                                | 854                                                                               | 25                                                                                | 84                                                                                  | 914                                                                                 | 197                                                                                 |
| 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, %                                               | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                                                         | 238                                                                               | 245                                                                               | 133                                                                               | 38                                                                                | 76                                                                                | 202                                                                               | 41                                                                                | 2685                                                                              | 78                                                                                | 106                                                                                 | 2874                                                                                | 1001                                                                                |
| Arrive On Green                                                    | 0.07                                                                              | 0.22                                                                              | 0.22                                                                              | 0.02                                                                              | 0.17                                                                              | 0.17                                                                              | 0.05                                                                              | 1.00                                                                              | 1.00                                                                              | 0.12                                                                                | 1.00                                                                                | 1.00                                                                                |
| Sat Flow, veh/h                                                    | 3456                                                                              | 1140                                                                              | 619                                                                               | 1781                                                                              | 452                                                                               | 1202                                                                              | 1781                                                                              | 5099                                                                              | 149                                                                               | 1781                                                                                | 5106                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h                                               | 175                                                                               | 0                                                                                 | 71                                                                                | 21                                                                                | 0                                                                                 | 234                                                                               | 23                                                                                | 570                                                                               | 309                                                                               | 84                                                                                  | 914                                                                                 | 197                                                                                 |
| Grp Sat Flow(s),veh/h/ln                                           | 1728                                                                              | 0                                                                                 | 1759                                                                              | 1781                                                                              | 0                                                                                 | 1654                                                                              | 1781                                                                              | 1702                                                                              | 1844                                                                              | 1781                                                                                | 1702                                                                                | 1585                                                                                |
| Q Serve(g_s), s                                                    | 5.5                                                                               | 0.0                                                                               | 3.6                                                                               | 1.3                                                                               | 0.0                                                                               | 15.1                                                                              | 1.4                                                                               | 0.0                                                                               | 0.0                                                                               | 5.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s                                              | 5.5                                                                               | 0.0                                                                               | 3.6                                                                               | 1.3                                                                               | 0.0                                                                               | 15.1                                                                              | 1.4                                                                               | 0.0                                                                               | 0.0                                                                               | 5.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                                                       | 1.00                                                                              |                                                                                   | 0.35                                                                              | 1.00                                                                              |                                                                                   | 0.73                                                                              | 1.00                                                                              |                                                                                   | 0.08                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h                                             | 238                                                                               | 0                                                                                 | 379                                                                               | 38                                                                                | 0                                                                                 | 278                                                                               | 41                                                                                | 1792                                                                              | 971                                                                               | 106                                                                                 | 2874                                                                                | 1001                                                                                |
| V/C Ratio(X)                                                       | 0.74                                                                              | 0.00                                                                              | 0.19                                                                              | 0.55                                                                              | 0.00                                                                              | 0.84                                                                              | 0.56                                                                              | 0.32                                                                              | 0.32                                                                              | 0.79                                                                                | 0.32                                                                                | 0.20                                                                                |
| Avail Cap(c_a), veh/h                                              | 330                                                                               | 0                                                                                 | 624                                                                               | 170                                                                               | 0                                                                                 | 586                                                                               | 162                                                                               | 1792                                                                              | 971                                                                               | 162                                                                                 | 2874                                                                                | 1001                                                                                |
| HCM Platoon Ratio                                                  | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                |
| Upstream Filter(I)                                                 | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.96                                                                              | 0.00                                                                              | 0.96                                                                              | 0.77                                                                              | 0.77                                                                              | 0.77                                                                              | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                |
| Uniform Delay (d), s/veh                                           | 50.2                                                                              | 0.0                                                                               | 35.3                                                                              | 53.3                                                                              | 0.0                                                                               | 44.3                                                                              | 51.9                                                                              | 0.0                                                                               | 0.0                                                                               | 47.8                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh                                             | 5.3                                                                               | 0.0                                                                               | 0.2                                                                               | 4.3                                                                               | 0.0                                                                               | 6.6                                                                               | 3.4                                                                               | 0.4                                                                               | 0.7                                                                               | 6.8                                                                                 | 0.3                                                                                 | 0.4                                                                                 |
| Initial Q Delay(d3), s/veh                                         | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln                                           | 4.6                                                                               | 0.0                                                                               | 2.9                                                                               | 1.1                                                                               | 0.0                                                                               | 10.8                                                                              | 1.2                                                                               | 0.2                                                                               | 0.3                                                                               | 4.2                                                                                 | 0.1                                                                                 | 0.2                                                                                 |
| Unsig. Movement Delay, s/veh                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                                              | 55.5                                                                              | 0.0                                                                               | 35.5                                                                              | 57.6                                                                              | 0.0                                                                               | 50.9                                                                              | 55.4                                                                              | 0.4                                                                               | 0.7                                                                               | 54.6                                                                                | 0.3                                                                                 | 0.4                                                                                 |
| LnGrp LOS                                                          | E                                                                                 |                                                                                   | D                                                                                 | E                                                                                 |                                                                                   | D                                                                                 | E                                                                                 | A                                                                                 | A                                                                                 | D                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h                                                | 246                                                                               |                                                                                   |                                                                                   | 255                                                                               |                                                                                   |                                                                                   | 902                                                                               |                                                                                   |                                                                                   | 1195                                                                                |                                                                                     |                                                                                     |
| Approach Delay, s/veh                                              | 49.8                                                                              |                                                                                   |                                                                                   | 51.5                                                                              |                                                                                   |                                                                                   | 1.9                                                                               |                                                                                   |                                                                                   | 4.1                                                                                 |                                                                                     |                                                                                     |
| Approach LOS                                                       | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | A                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs                                               | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                 | 8                                                                                 |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                                           | 15.5                                                                              | 62.9                                                                              | 6.9                                                                               | 28.7                                                                              | 7.5                                                                               | 66.9                                                                              | 12.1                                                                              | 23.5                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                                            | 5.0                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s                                        | 10.0                                                                              | 31.0                                                                              | 10.5                                                                              | 39.0                                                                              | 10.0                                                                              | 31.0                                                                              | 10.5                                                                              | 39.0                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+17), s                                       | 10.0                                                                              | 2.0                                                                               | 3.3                                                                               | 5.6                                                                               | 3.4                                                                               | 2.0                                                                               | 7.5                                                                               | 17.1                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                                            | 0.0                                                                               | 9.2                                                                               | 0.0                                                                               | 0.4                                                                               | 0.0                                                                               | 11.6                                                                              | 0.1                                                                               | 1.4                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh                                       | 12.3                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                                                        | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Notes                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| User approved pedestrian interval to be less than phase max green. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |

5. FB AM Future without Project - AM 8:00 am 04/17/2026  
GTC

Synchro 12 Report  
Page 16

# HCM 7th Signalized Intersection Summary

17: S Main St & 6th St

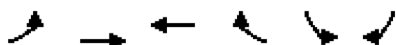
04/17/2026

|                              |  |  |  |  |  |  |  |  |   |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                                | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 109                                                                               | 218                                                                               | 68                                                                                | 49                                                                                | 465                                                                               | 60                                                                                | 106                                                                               | 685                                                                               | 35                                                                                 | 84                                                                                  | 542                                                                                 | 162                                                                                 |
| Future Volume (veh/h)        | 109                                                                               | 218                                                                               | 68                                                                                | 49                                                                                | 465                                                                               | 60                                                                                | 106                                                                               | 685                                                                               | 35                                                                                 | 84                                                                                  | 542                                                                                 | 162                                                                                 |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                    | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                               | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 118                                                                               | 237                                                                               | 74                                                                                | 53                                                                                | 505                                                                               | 65                                                                                | 115                                                                               | 745                                                                               | 38                                                                                 | 91                                                                                  | 589                                                                                 | 176                                                                                 |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 144                                                                               | 635                                                                               | 538                                                                               | 68                                                                                | 555                                                                               | 470                                                                               | 142                                                                               | 1255                                                                              | 560                                                                                | 123                                                                                 | 1218                                                                                | 543                                                                                 |
| Arrive On Green              | 0.08                                                                              | 0.34                                                                              | 0.34                                                                              | 0.05                                                                              | 0.39                                                                              | 0.39                                                                              | 0.08                                                                              | 0.35                                                                              | 0.35                                                                               | 0.02                                                                                | 0.11                                                                                | 0.11                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 3554                                                                              | 1585                                                                               | 1781                                                                                | 3554                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h         | 118                                                                               | 237                                                                               | 74                                                                                | 53                                                                                | 505                                                                               | 65                                                                                | 115                                                                               | 745                                                                               | 38                                                                                 | 91                                                                                  | 589                                                                                 | 176                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1585                                                                               | 1781                                                                                | 1777                                                                                | 1585                                                                                |
| Q Serve(g_s), s              | 7.2                                                                               | 10.5                                                                              | 3.6                                                                               | 3.2                                                                               | 28.1                                                                              | 2.9                                                                               | 7.0                                                                               | 18.9                                                                              | 1.7                                                                                | 5.6                                                                                 | 17.1                                                                                | 11.2                                                                                |
| Cycle Q Clear(g_c), s        | 7.2                                                                               | 10.5                                                                              | 3.6                                                                               | 3.2                                                                               | 28.1                                                                              | 2.9                                                                               | 7.0                                                                               | 18.9                                                                              | 1.7                                                                                | 5.6                                                                                 | 17.1                                                                                | 11.2                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 144                                                                               | 635                                                                               | 538                                                                               | 68                                                                                | 555                                                                               | 470                                                                               | 142                                                                               | 1255                                                                              | 560                                                                                | 123                                                                                 | 1218                                                                                | 543                                                                                 |
| V/C Ratio(X)                 | 0.82                                                                              | 0.37                                                                              | 0.14                                                                              | 0.78                                                                              | 0.91                                                                              | 0.14                                                                              | 0.81                                                                              | 0.59                                                                              | 0.07                                                                               | 0.74                                                                                | 0.48                                                                                | 0.32                                                                                |
| Avail Cap(c_a), veh/h        | 146                                                                               | 680                                                                               | 576                                                                               | 97                                                                                | 629                                                                               | 533                                                                               | 194                                                                               | 1255                                                                              | 560                                                                                | 162                                                                                 | 1218                                                                                | 543                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.33                                                                              | 1.33                                                                              | 1.33                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.70                                                                              | 0.70                                                                              | 0.70                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                |
| Uniform Delay (d), s/veh     | 49.7                                                                              | 27.5                                                                              | 25.2                                                                              | 51.7                                                                              | 31.9                                                                              | 24.3                                                                              | 49.8                                                                              | 29.1                                                                              | 23.6                                                                               | 52.8                                                                                | 39.6                                                                                | 37.0                                                                                |
| Incr Delay (d2), s/veh       | 27.1                                                                              | 0.5                                                                               | 0.2                                                                               | 9.8                                                                               | 12.8                                                                              | 0.1                                                                               | 11.9                                                                              | 2.1                                                                               | 0.2                                                                                | 7.3                                                                                 | 1.3                                                                                 | 1.5                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 7.7                                                                               | 8.4                                                                               | 2.5                                                                               | 2.9                                                                               | 18.6                                                                              | 2.0                                                                               | 6.4                                                                               | 13.0                                                                              | 1.2                                                                                | 5.1                                                                                 | 13.0                                                                                | 8.6                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 76.9                                                                              | 28.0                                                                              | 25.3                                                                              | 61.5                                                                              | 44.7                                                                              | 24.4                                                                              | 61.7                                                                              | 31.2                                                                              | 23.8                                                                               | 60.1                                                                                | 41.0                                                                                | 38.6                                                                                |
| LnGrp LOS                    | E                                                                                 | C                                                                                 | C                                                                                 | E                                                                                 | D                                                                                 | C                                                                                 | E                                                                                 | C                                                                                 | C                                                                                  | E                                                                                   | D                                                                                   | D                                                                                   |
| Approach Vol, veh/h          | 429                                                                               |                                                                                   |                                                                                   | 623                                                                               |                                                                                   |                                                                                   | 898                                                                               |                                                                                   |                                                                                    | 856                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 41.0                                                                              |                                                                                   |                                                                                   | 44.0                                                                              |                                                                                   |                                                                                   | 34.8                                                                              |                                                                                   |                                                                                    | 42.5                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                 | 8                                                                                 |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 2.6                                                                               | 44.9                                                                              | 9.2                                                                               | 43.3                                                                              | 13.8                                                                              | 43.7                                                                              | 13.9                                                                              | 38.6                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 10.0                                                                              | 32.0                                                                              | 6.0                                                                               | 40.0                                                                              | 12.0                                                                              | 30.0                                                                              | 9.0                                                                               | 37.0                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 10.0                                                                              | 20.9                                                                              | 5.2                                                                               | 12.5                                                                              | 9.0                                                                               | 19.1                                                                              | 9.2                                                                               | 30.1                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 5.1                                                                               | 0.0                                                                               | 2.4                                                                               | 0.0                                                                               | 4.5                                                                               | 0.0                                                                               | 2.6                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 40.1                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |

# HCM 7th Signalized Intersection Summary

18: Grand Blvd & Joy St

04/17/2026



| Movement                                                                                           | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
|----------------------------------------------------------------------------------------------------|------|------|------|------|------|------|
| Lane Configurations                                                                                |      |      |      |      |      |      |
| Traffic Volume (veh/h)                                                                             | 45   | 362  | 513  | 316  | 244  | 77   |
| Future Volume (veh/h)                                                                              | 45   | 362  | 513  | 316  | 244  | 77   |
| Initial Q (Qb), veh                                                                                | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.                                                                                    | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)                                                                                | 1.00 |      |      | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj                                                                                   | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach                                                                              |      | No   | No   |      | No   |      |
| Adj Sat Flow, veh/h/ln                                                                             | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h                                                                               | 49   | 393  | 558  | 343  | 265  | 84   |
| Peak Hour Factor                                                                                   | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %                                                                               | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                                                                                         | 87   | 1908 | 790  | 485  | 349  | 310  |
| Arrive On Green                                                                                    | 0.05 | 0.54 | 0.37 | 0.37 | 0.20 | 0.20 |
| Sat Flow, veh/h                                                                                    | 1781 | 3647 | 2208 | 1299 | 1781 | 1585 |
| Grp Volume(v), veh/h                                                                               | 49   | 393  | 469  | 432  | 265  | 84   |
| Grp Sat Flow(s), veh/h/ln                                                                          | 1781 | 1777 | 1777 | 1637 | 1781 | 1585 |
| Q Serve(g_s), s                                                                                    | 1.4  | 3.0  | 11.8 | 11.8 | 7.4  | 2.4  |
| Cycle Q Clear(g_c), s                                                                              | 1.4  | 3.0  | 11.8 | 11.8 | 7.4  | 2.4  |
| Prop In Lane                                                                                       | 1.00 |      |      | 0.79 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h                                                                             | 87   | 1908 | 664  | 611  | 349  | 310  |
| V/C Ratio(X)                                                                                       | 0.57 | 0.21 | 0.71 | 0.71 | 0.76 | 0.27 |
| Avail Cap(c_a), veh/h                                                                              | 681  | 1908 | 849  | 782  | 851  | 757  |
| HCM Platoon Ratio                                                                                  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)                                                                                 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh                                                                           | 24.3 | 6.3  | 14.0 | 14.0 | 19.9 | 17.9 |
| Incr Delay (d2), s/veh                                                                             | 5.7  | 0.1  | 2.4  | 2.7  | 3.4  | 0.5  |
| Initial Q Delay(d3), s/veh                                                                         | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln                                                                           | 1.2  | 1.6  | 7.9  | 7.4  | 5.5  | 0.1  |
| Unsig. Movement Delay, s/veh                                                                       |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh                                                                              | 30.0 | 6.4  | 16.4 | 16.6 | 23.3 | 18.3 |
| LnGrp LOS                                                                                          | C    | A    | B    | B    | C    | B    |
| Approach Vol, veh/h                                                                                |      | 442  | 901  |      | 349  |      |
| Approach Delay, s/veh                                                                              |      | 9.0  | 16.5 |      | 22.1 |      |
| Approach LOS                                                                                       |      | A    | B    |      | C    |      |
| Timer - Assigned Phs                                                                               |      | 2    |      | 4    | 5    | 6    |
| Phs Duration (G+Y+Rc), s                                                                           |      | 35.1 |      | 17.2 | 9.5  | 25.5 |
| Change Period (Y+Rc), s                                                                            |      | * 7  |      | 7.0  | 7.0  | 6.0  |
| Max Green Setting (Gmax), s                                                                        |      | * 25 |      | 25.0 | 20.0 | 25.0 |
| Max Q Clear Time (g_c+l1), s                                                                       |      | 5.0  |      | 9.4  | 3.4  | 13.8 |
| Green Ext Time (p_c), s                                                                            |      | 3.4  |      | 0.9  | 0.1  | 5.8  |
| <b>Intersection Summary</b>                                                                        |      |      |      |      |      |      |
| HCM 7th Control Delay, s/veh                                                                       |      |      | 15.7 |      |      |      |
| HCM 7th LOS                                                                                        |      |      | B    |      |      |      |
| <b>Notes</b>                                                                                       |      |      |      |      |      |      |
| * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier. |      |      |      |      |      |      |

# HCM 7th Signalized Intersection Summary

19: E Grand Blvd & Fullerton Ave

04/17/2026



| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          |      |      |      |      |      |      |      |      |      |      |      |      |
| Traffic Volume (veh/h)       | 15   | 68   | 4    | 104  | 62   | 274  | 1    | 370  | 106  | 198  | 377  | 27   |
| Future Volume (veh/h)        | 15   | 68   | 4    | 104  | 62   | 274  | 1    | 370  | 106  | 198  | 377  | 27   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 16   | 74   | 4    | 113  | 0    | 343  | 1    | 402  | 115  | 215  | 410  | 29   |
| 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, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 372  | 347  | 19   | 382  | 0    | 626  | 4    | 882  | 250  | 275  | 1601 | 113  |
| Arrive On Green              | 0.20 | 0.20 | 0.20 | 0.20 | 0.00 | 0.20 | 0.00 | 0.32 | 0.32 | 0.15 | 0.48 | 0.48 |
| Sat Flow, veh/h              | 1038 | 1758 | 95   | 1321 | 0    | 3170 | 1781 | 2734 | 774  | 1781 | 3367 | 237  |
| Grp Volume(v), veh/h         | 16   | 0    | 78   | 113  | 0    | 343  | 1    | 260  | 257  | 215  | 216  | 223  |
| Grp Sat Flow(s), veh/h/ln    | 1038 | 0    | 1853 | 1321 | 0    | 1585 | 1781 | 1777 | 1731 | 1781 | 1777 | 1828 |
| Q Serve(g_s), s              | 0.5  | 0.0  | 1.5  | 3.4  | 0.0  | 4.2  | 0.0  | 5.0  | 5.1  | 5.0  | 3.1  | 3.1  |
| Cycle Q Clear(g_c), s        | 0.5  | 0.0  | 1.5  | 4.9  | 0.0  | 4.2  | 0.0  | 5.0  | 5.1  | 5.0  | 3.1  | 3.1  |
| Prop In Lane                 | 1.00 |      | 0.05 | 1.00 |      | 1.00 | 1.00 |      | 0.45 | 1.00 |      | 0.13 |
| Lane Grp Cap(c), veh/h       | 372  | 0    | 366  | 382  | 0    | 626  | 4    | 573  | 558  | 275  | 845  | 869  |
| V/C Ratio(X)                 | 0.04 | 0.00 | 0.21 | 0.30 | 0.00 | 0.55 | 0.24 | 0.45 | 0.46 | 0.78 | 0.26 | 0.26 |
| Avail Cap(c_a), veh/h        | 771  | 0    | 1078 | 889  | 0    | 1844 | 1036 | 1654 | 1611 | 622  | 1654 | 1701 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 14.1 | 0.0  | 14.4 | 16.5 | 0.0  | 15.5 | 21.4 | 11.5 | 11.6 | 17.5 | 6.7  | 6.7  |
| Incr Delay (d2), s/veh       | 0.0  | 0.0  | 0.3  | 0.4  | 0.0  | 0.8  | 38.2 | 1.2  | 1.3  | 1.9  | 0.3  | 0.3  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 0.2  | 0.0  | 1.0  | 1.7  | 0.0  | 2.4  | 0.1  | 3.2  | 3.2  | 3.4  | 1.6  | 1.7  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 14.1 | 0.0  | 14.7 | 16.9 | 0.0  | 16.3 | 59.7 | 12.7 | 12.8 | 19.3 | 7.1  | 7.1  |
| LnGrp LOS                    | B    |      | B    | B    |      | B    | E    | B    | B    | B    | A    | A    |
| Approach Vol, veh/h          | 94   |      |      | 456  |      |      | 518  |      |      | 654  |      |      |
| Approach Delay, s/veh        | 14.6 |      |      | 16.4 |      |      | 12.9 |      |      | 11.1 |      |      |
| Approach LOS                 | B    |      |      | B    |      |      | B    |      |      | B    |      |      |
| Timer - Assigned Phs         | 1    | 2    |      | 4    | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 4.1  | 25.4 |      | 13.5 | 10.6 | 18.9 |      | 13.5 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0  | 5.0  |      | 5.0  | 4.0  | 5.0  |      | 5.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 25.0 | 40.0 |      | 25.0 | 15.0 | 40.0 |      | 25.0 |      |      |      |      |
| Max Q Clear Time (g_c+I), s  | 12.0 | 5.1  |      | 6.9  | 7.0  | 7.1  |      | 3.5  |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 5.6  |      | 1.6  | 0.2  | 6.8  |      | 0.4  |      |      |      |      |

## Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 13.2 |
| HCM 7th LOS                  | B    |

## Notes

User approved volume balancing among the lanes for turning movement.



# HCM 7th Signalized Intersection Summary

20: Rimpau Ave & Magnolia Ave

04/17/2026



| Movement                      | EBL     | EBT  | EBR  | WBL     | WBT  | WBR  | NBL     | NBT     | NBR     | SBL     | SBT     | SBR  |
|-------------------------------|---------|------|------|---------|------|------|---------|---------|---------|---------|---------|------|
| Lane Configurations           | ↰ ↱ ↲ ↳ |      |      | ↰ ↱ ↲ ↳ |      |      | ↰ ↱ ↲ ↳ | ↰ ↱ ↲ ↳ | ↰ ↱ ↲ ↳ | ↰ ↱ ↲ ↳ | ↰ ↱ ↲ ↳ |      |
| Traffic Volume (veh/h)        | 86      | 716  | 88   | 537     | 1215 | 59   | 109     | 294     | 387     | 133     | 343     | 27   |
| Future Volume (veh/h)         | 86      | 716  | 88   | 537     | 1215 | 59   | 109     | 294     | 387     | 133     | 343     | 27   |
| Initial Q (Qb), veh           | 0       | 0    | 0    | 0       | 0    | 0    | 0       | 0       | 0       | 0       | 0       | 0    |
| Lane Width Adj.               | 1.00    | 1.00 | 1.00 | 1.00    | 1.00 | 1.00 | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00 |
| Ped-Bike Adj(A_pbT)           | 1.00    |      | 1.00 | 1.00    |      | 1.00 | 1.00    |         | 1.00    | 1.00    |         | 1.00 |
| Parking Bus, Adj              | 1.00    | 1.00 | 1.00 | 1.00    | 1.00 | 1.00 | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00 |
| Work Zone On Approach         | No      |      |      | No      |      |      | No      |         |         | No      |         |      |
| Adj Sat Flow, veh/h/ln        | 1870    | 1870 | 1870 | 1870    | 1870 | 1870 | 1870    | 1870    | 1870    | 1870    | 1870    | 1870 |
| Adj Flow Rate, veh/h          | 93      | 778  | 96   | 584     | 1321 | 64   | 118     | 320     | 421     | 145     | 373     | 29   |
| 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, %          | 2       | 2    | 2    | 2       | 2    | 2    | 2       | 2       | 2       | 2       | 2       | 2    |
| Cap, veh/h                    | 284     | 1032 | 127  | 958     | 1707 | 83   | 145     | 440     | 373     | 162     | 419     | 33   |
| Arrive On Green               | 0.05    | 0.07 | 0.07 | 0.28    | 0.34 | 0.34 | 0.08    | 0.24    | 0.24    | 0.09    | 0.24    | 0.24 |
| Sat Flow, veh/h               | 1781    | 4608 | 565  | 3456    | 4989 | 242  | 1781    | 1870    | 1585    | 1781    | 1713    | 133  |
| Grp Volume(v), veh/h          | 93      | 573  | 301  | 584     | 901  | 484  | 118     | 320     | 421     | 145     | 0       | 402  |
| Grp Sat Flow(s),veh/h/ln      | 1781    | 1702 | 1769 | 1728    | 1702 | 1827 | 1781    | 1870    | 1585    | 1781    | 0       | 1846 |
| Q Serve(g_s), s               | 5.5     | 18.2 | 18.3 | 16.2    | 26.1 | 26.1 | 7.2     | 17.4    | 13.7    | 8.9     | 0.0     | 23.1 |
| Cycle Q Clear(g_c), s         | 5.5     | 18.2 | 18.3 | 16.2    | 26.1 | 26.1 | 7.2     | 17.4    | 13.7    | 8.9     | 0.0     | 23.1 |
| Prop In Lane                  | 1.00    |      | 0.32 | 1.00    |      | 0.13 | 1.00    |         | 1.00    | 1.00    |         | 0.07 |
| Lane Grp Cap(c), veh/h        | 284     | 763  | 396  | 958     | 1164 | 625  | 145     | 440     | 373     | 162     | 0       | 452  |
| V/C Ratio(X)                  | 0.33    | 0.75 | 0.76 | 0.61    | 0.77 | 0.77 | 0.82    | 0.73    | 1.13    | 0.90    | 0.00    | 0.89 |
| Avail Cap(c_a), veh/h         | 284     | 836  | 434  | 958     | 1238 | 664  | 162     | 544     | 461     | 162     | 0       | 537  |
| HCM Platoon Ratio             | 0.33    | 0.33 | 0.33 | 1.00    | 1.00 | 1.00 | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00 |
| Upstream Filter(I)            | 0.86    | 0.86 | 0.86 | 1.00    | 1.00 | 1.00 | 1.00    | 1.00    | 1.00    | 0.80    | 0.00    | 0.80 |
| Uniform Delay (d), s/veh      | 46.4    | 47.9 | 48.0 | 34.6    | 32.4 | 32.4 | 49.7    | 38.8    | 11.8    | 49.5    | 0.0     | 40.1 |
| Incr Delay (d2), s/veh        | 0.2     | 5.8  | 11.1 | 1.1     | 5.0  | 9.1  | 23.4    | 4.5     | 84.2    | 35.7    | 0.0     | 13.2 |
| 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(95%),veh/ln      | 4.6     | 13.5 | 14.7 | 11.2    | 16.9 | 18.8 | 7.4     | 13.2    | 20.6    | 9.0     | 0.0     | 17.1 |
| Unsig. Movement Delay, s/veh  |         |      |      |         |      |      |         |         |         |         |         |      |
| LnGrp Delay(d), s/veh         | 46.6    | 53.8 | 59.1 | 35.7    | 37.4 | 41.4 | 73.1    | 43.4    | 96.0    | 85.2    | 0.0     | 53.3 |
| LnGrp LOS                     | D       | D    | E    | D       | D    | D    | E       | D       | F       | F       |         | D    |
| Approach Vol, veh/h           | 967     |      |      |         |      | 1969 |         | 859     |         | 547     |         |      |
| Approach Delay, s/veh         | 54.8    |      |      |         |      | 37.9 |         | 73.3    |         | 61.8    |         |      |
| Approach LOS                  | D       |      |      |         |      | D    |         | E       |         | E       |         |      |
| Timer - Assigned Phs          | 1       | 2    | 3    | 4       | 5    | 6    | 7       | 8       |         |         |         |      |
| Phs Duration (G+Y+Rc), s      | 30.9    | 34.5 | 29.6 | 13.9    | 31.9 | 21.5 | 42.6    |         |         |         |         |      |
| Change Period (Y+Rc), s       | 5.0     | 5.0  | 4.0  | 5.0     | 5.0  | 5.0  | 4.0     | 5.0     |         |         |         |      |
| Max Green Setting (Gmax), s   | 32.0    | 32.0 | 22.0 | 27.0    | 10.0 | 32.0 | 9.0     | 40.0    |         |         |         |      |
| Max Q Clear Time (g_c+110), s | 19.4    | 19.4 | 18.2 | 20.3    | 9.2  | 25.1 | 7.5     | 28.1    |         |         |         |      |
| Green Ext Time (p_c), s       | 0.0     | 4.2  | 0.9  | 4.3     | 0.0  | 1.8  | 0.0     | 9.6     |         |         |         |      |
| Intersection Summary          |         |      |      |         |      |      |         |         |         |         |         |      |
| HCM 7th Control Delay, s/veh  |         |      | 51.7 |         |      |      |         |         |         |         |         |      |
| HCM 7th LOS                   |         |      | D    |         |      |      |         |         |         |         |         |      |



# HCM 7th Signalized Intersection Summary

21: Magnolia Ave & Fullerton Ave

04/17/2026



| Movement                     | EBL                                                                           | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL   | SBT  | SBR  |
|------------------------------|-------------------------------------------------------------------------------|------|------|------|------|------|------|------|------|-------|------|------|
| Lane Configurations          | <div>↵ ↑↑↑</div> <div>↵ ↑↑</div> <div>↵</div> <div>↵ ↑↑</div> <div>↵ ↑↑</div> |      |      |      |      |      |      |      |      |       |      |      |
| Traffic Volume (veh/h)       | 56                                                                            | 511  | 145  | 192  | 1040 | 133  | 74   | 336  | 394  | 94    | 446  | 69   |
| Future Volume (veh/h)        | 56                                                                            | 511  | 145  | 192  | 1040 | 133  | 74   | 336  | 394  | 94    | 446  | 69   |
| Initial Q (Qb), veh          | 0                                                                             | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0    | 0    |
| Lane Width Adj.              | 1.00                                                                          | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                          |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00  |      | 1.00 |
| Parking Bus, Adj             | 1.00                                                                          | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Work Zone On Approach        | No                                                                            |      |      | No   |      |      | No   |      |      | No    |      |      |
| Adj Sat Flow, veh/h/ln       | 1870                                                                          | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870  | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 61                                                                            | 555  | 158  | 209  | 1130 | 145  | 80   | 365  | 428  | 102   | 485  | 75   |
| 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, %         | 2                                                                             | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2     | 2    | 2    |
| Cap, veh/h                   | 215                                                                           | 888  | 247  | 443  | 1248 | 557  | 102  | 526  | 470  | 113   | 934  | 144  |
| Arrive On Green              | 0.12                                                                          | 0.22 | 0.22 | 0.33 | 0.47 | 0.47 | 0.06 | 0.30 | 0.30 | 0.06  | 0.30 | 0.30 |
| Sat Flow, veh/h              | 1781                                                                          | 3972 | 1104 | 1781 | 3554 | 1585 | 1781 | 1777 | 1585 | 1781  | 3087 | 475  |
| Grp Volume(v), veh/h         | 61                                                                            | 474  | 239  | 209  | 1130 | 145  | 80   | 365  | 428  | 102   | 278  | 282  |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                          | 1702 | 1672 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781  | 1777 | 1785 |
| Q Serve(g_s), s              | 3.4                                                                           | 13.8 | 14.3 | 10.2 | 32.3 | 4.7  | 4.9  | 20.0 | 28.6 | 6.3   | 14.2 | 14.4 |
| Cycle Q Clear(g_c), s        | 3.4                                                                           | 13.8 | 14.3 | 10.2 | 32.3 | 4.7  | 4.9  | 20.0 | 28.6 | 6.3   | 14.2 | 14.4 |
| Prop In Lane                 | 1.00                                                                          |      | 0.66 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00  |      | 0.27 |
| Lane Grp Cap(c), veh/h       | 215                                                                           | 761  | 374  | 443  | 1248 | 557  | 102  | 526  | 470  | 113   | 537  | 540  |
| V/C Ratio(X)                 | 0.28                                                                          | 0.62 | 0.64 | 0.47 | 0.91 | 0.26 | 0.78 | 0.69 | 0.91 | 0.90  | 0.52 | 0.52 |
| Avail Cap(c_a), veh/h        | 215                                                                           | 1160 | 570  | 443  | 1276 | 569  | 162  | 549  | 490  | 113   | 537  | 540  |
| 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)           | 0.83                                                                          | 0.83 | 0.83 | 0.67 | 0.67 | 0.67 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 44.0                                                                          | 38.5 | 38.7 | 31.1 | 27.6 | 12.2 | 51.2 | 34.3 | 37.3 | 51.2  | 31.7 | 31.8 |
| Incr Delay (d2), s/veh       | 0.6                                                                           | 3.2  | 6.8  | 0.5  | 7.8  | 0.8  | 12.2 | 4.0  | 21.2 | 54.5  | 1.2  | 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(95%),veh/ln     | 2.8                                                                           | 9.8  | 10.4 | 7.0  | 18.5 | 4.1  | 4.5  | 14.1 | 19.8 | 8.0   | 10.4 | 10.5 |
| Unsig. Movement Delay, s/veh |                                                                               |      |      |      |      |      |      |      |      |       |      |      |
| LnGrp Delay(d), s/veh        | 44.6                                                                          | 41.7 | 45.5 | 31.6 | 35.4 | 13.0 | 63.3 | 38.3 | 58.6 | 105.6 | 32.9 | 33.0 |
| LnGrp LOS                    | D                                                                             | D    | D    | C    | D    | B    | E    | D    | E    | F     | C    | C    |
| Approach Vol, veh/h          | 774                                                                           |      |      | 1484 |      |      | 873  |      |      | 662   |      |      |
| Approach Delay, s/veh        | 43.1                                                                          |      |      | 32.7 |      |      | 50.5 |      |      | 44.2  |      |      |
| Approach LOS                 | D                                                                             |      |      | C    |      |      | D    |      |      | D     |      |      |
| Timer - Assigned Phs         | 1                                                                             | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |       |      |      |
| Phs Duration (G+Y+Rc), s     | 1.0                                                                           | 37.6 | 31.3 | 30.1 | 10.3 | 38.3 | 17.3 | 44.1 |      |       |      |      |
| Change Period (Y+Rc), s      | 4.0                                                                           | 5.0  | 4.0  | 5.5  | 4.0  | 5.0  | 4.0  | 5.5  |      |       |      |      |
| Max Green Setting (Gmax), s  | 7.0                                                                           | 34.0 | 13.0 | 37.5 | 10.0 | 31.0 | 11.0 | 39.5 |      |       |      |      |
| Max Q Clear Time (g_c+I1), s | 10.3                                                                          | 30.6 | 12.2 | 16.3 | 6.9  | 16.4 | 5.4  | 34.3 |      |       |      |      |
| Green Ext Time (p_c), s      | 0.0                                                                           | 1.9  | 0.0  | 8.3  | 0.0  | 4.0  | 0.0  | 4.3  |      |       |      |      |
| Intersection Summary         |                                                                               |      |      |      |      |      |      |      |      |       |      |      |
| HCM 7th Control Delay, s/veh |                                                                               |      | 40.9 |      |      |      |      |      |      |       |      |      |
| HCM 7th LOS                  |                                                                               |      | D    |      |      |      |      |      |      |       |      |      |

# HCM 7th Signalized Intersection Summary

22: Kellog Ave & Magnolia Ave

04/17/2026



| Movement                       | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR  | NBL                                                                               | NBT                                                                               | NBR  | SBL                                                                               | SBT                                                                               | SBR  |
|--------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Configurations            |  |  |  |  |  |      |  |  |      |  |  |      |
| Traffic Volume (veh/h)         | 32                                                                                | 515                                                                               | 69                                                                                | 196                                                                               | 683                                                                               | 63   | 24                                                                                | 167                                                                               | 104  | 93                                                                                | 206                                                                               | 31   |
| Future Volume (veh/h)          | 32                                                                                | 515                                                                               | 69                                                                                | 196                                                                               | 683                                                                               | 63   | 24                                                                                | 167                                                                               | 104  | 93                                                                                | 206                                                                               | 31   |
| Initial Q (Qb), veh            | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Lane Width Adj.                | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 |
| Ped-Bike Adj(A_pbT)            | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00 | 1.00                                                                              |                                                                                   | 1.00 | 1.00                                                                              |                                                                                   | 1.00 |
| Parking Bus, Adj               | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 |
| Work Zone On Approach          | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |      | No                                                                                |                                                                                   |      | No                                                                                |                                                                                   |      |
| Adj Sat Flow, veh/h/ln         | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870 | 1870                                                                              | 1870                                                                              | 1870 | 1870                                                                              | 1870                                                                              | 1870 |
| Adj Flow Rate, veh/h           | 35                                                                                | 560                                                                               | 75                                                                                | 213                                                                               | 742                                                                               | 68   | 26                                                                                | 182                                                                               | 113  | 101                                                                               | 224                                                                               | 34   |
| Peak Hour Factor               | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92 | 0.92                                                                              | 0.92                                                                              | 0.92 | 0.92                                                                              | 0.92                                                                              | 0.92 |
| Percent Heavy Veh, %           | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2    |
| Cap, veh/h                     | 53                                                                                | 1633                                                                              | 728                                                                               | 227                                                                               | 1833                                                                              | 168  | 44                                                                                | 220                                                                               | 137  | 81                                                                                | 356                                                                               | 54   |
| Arrive On Green                | 0.03                                                                              | 0.46                                                                              | 0.46                                                                              | 0.25                                                                              | 1.00                                                                              | 1.00 | 0.02                                                                              | 0.20                                                                              | 0.20 | 0.05                                                                              | 0.22                                                                              | 0.22 |
| Sat Flow, veh/h                | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                              | 3291                                                                              | 302  | 1781                                                                              | 1079                                                                              | 670  | 1781                                                                              | 1586                                                                              | 241  |
| Grp Volume(v), veh/h           | 35                                                                                | 560                                                                               | 75                                                                                | 213                                                                               | 400                                                                               | 410  | 26                                                                                | 0                                                                                 | 295  | 101                                                                               | 0                                                                                 | 258  |
| Grp Sat Flow(s),veh/h/ln       | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1816 | 1781                                                                              | 0                                                                                 | 1750 | 1781                                                                              | 0                                                                                 | 1827 |
| Q Serve(g_s), s                | 2.1                                                                               | 11.1                                                                              | 3.0                                                                               | 12.9                                                                              | 0.0                                                                               | 0.0  | 1.6                                                                               | 0.0                                                                               | 17.8 | 5.0                                                                               | 0.0                                                                               | 14.0 |
| Cycle Q Clear(g_c), s          | 2.1                                                                               | 11.1                                                                              | 3.0                                                                               | 12.9                                                                              | 0.0                                                                               | 0.0  | 1.6                                                                               | 0.0                                                                               | 17.8 | 5.0                                                                               | 0.0                                                                               | 14.0 |
| Prop In Lane                   | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.17 | 1.00                                                                              |                                                                                   | 0.38 | 1.00                                                                              |                                                                                   | 0.13 |
| Lane Grp Cap(c), veh/h         | 53                                                                                | 1633                                                                              | 728                                                                               | 227                                                                               | 990                                                                               | 1012 | 44                                                                                | 0                                                                                 | 357  | 81                                                                                | 0                                                                                 | 410  |
| V/C Ratio(X)                   | 0.66                                                                              | 0.34                                                                              | 0.10                                                                              | 0.94                                                                              | 0.40                                                                              | 0.40 | 0.59                                                                              | 0.00                                                                              | 0.83 | 1.25                                                                              | 0.00                                                                              | 0.63 |
| Avail Cap(c_a), veh/h          | 97                                                                                | 1633                                                                              | 728                                                                               | 227                                                                               | 990                                                                               | 1012 | 97                                                                                | 0                                                                                 | 748  | 81                                                                                | 0                                                                                 | 764  |
| 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                                                                              | 0.63                                                                              | 0.63                                                                              | 0.63 | 1.00                                                                              | 0.00                                                                              | 1.00 | 1.00                                                                              | 0.00                                                                              | 1.00 |
| Uniform Delay (d), s/veh       | 52.8                                                                              | 19.1                                                                              | 16.9                                                                              | 40.6                                                                              | 0.0                                                                               | 0.0  | 53.1                                                                              | 0.0                                                                               | 41.9 | 52.5                                                                              | 0.0                                                                               | 38.5 |
| Incr Delay (d2), s/veh         | 13.0                                                                              | 0.6                                                                               | 0.3                                                                               | 32.2                                                                              | 0.8                                                                               | 0.8  | 11.7                                                                              | 0.0                                                                               | 6.8  | 180.5                                                                             | 0.0                                                                               | 2.3  |
| Initial Q Delay(d3), s/veh     | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0  | 0.0                                                                               | 0.0                                                                               | 0.0  | 0.0                                                                               | 0.0                                                                               | 0.0  |
| %ile BackOfQ(95%),veh/ln       | 2.1                                                                               | 8.2                                                                               | 2.0                                                                               | 10.3                                                                              | 0.4                                                                               | 0.4  | 1.5                                                                               | 0.0                                                                               | 13.0 | 11.0                                                                              | 0.0                                                                               | 10.7 |
| Unsig. Movement Delay, s/veh   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |
| LnGrp Delay(d), s/veh          | 65.8                                                                              | 19.6                                                                              | 17.1                                                                              | 72.8                                                                              | 0.8                                                                               | 0.8  | 64.7                                                                              | 0.0                                                                               | 48.7 | 233.0                                                                             | 0.0                                                                               | 40.8 |
| LnGrp LOS                      | E                                                                                 | B                                                                                 | B                                                                                 | E                                                                                 | A                                                                                 | A    | E                                                                                 |                                                                                   | D    | F                                                                                 |                                                                                   | D    |
| Approach Vol, veh/h            | 670                                                                               |                                                                                   | 1023                                                                              |                                                                                   |                                                                                   | 321  |                                                                                   |                                                                                   | 359  |                                                                                   |                                                                                   |      |
| Approach Delay, s/veh          | 21.8                                                                              |                                                                                   | 15.8                                                                              |                                                                                   |                                                                                   | 50.0 |                                                                                   |                                                                                   | 94.8 |                                                                                   |                                                                                   |      |
| Approach LOS                   | C                                                                                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | D    |                                                                                   |                                                                                   | F    |                                                                                   |                                                                                   |      |
| Timer - Assigned Phs           | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6    | 7                                                                                 | 8                                                                                 |      |                                                                                   |                                                                                   |      |
| Phs Duration (G+Y+Rc), s       | 18.0                                                                              | 55.6                                                                              | 6.7                                                                               | 29.7                                                                              | 7.3                                                                               | 66.3 | 9.0                                                                               | 27.4                                                                              |      |                                                                                   |                                                                                   |      |
| Change Period (Y+Rc), s        | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0  | 4.0                                                                               | 5.0                                                                               |      |                                                                                   |                                                                                   |      |
| Max Green Setting (Gmax), s    | 14.0                                                                              | 26.0                                                                              | 6.0                                                                               | 46.0                                                                              | 6.0                                                                               | 34.0 | 5.0                                                                               | 47.0                                                                              |      |                                                                                   |                                                                                   |      |
| Max Q Clear Time (g_c+14.0), s | 14.0                                                                              | 13.1                                                                              | 3.6                                                                               | 16.0                                                                              | 4.1                                                                               | 2.0  | 7.0                                                                               | 19.8                                                                              |      |                                                                                   |                                                                                   |      |
| Green Ext Time (p_c), s        | 0.0                                                                               | 5.4                                                                               | 0.0                                                                               | 2.3                                                                               | 0.0                                                                               | 11.4 | 0.0                                                                               | 2.7                                                                               |      |                                                                                   |                                                                                   |      |
| Intersection Summary           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |
| HCM 7th Control Delay, s/veh   |                                                                                   |                                                                                   | 34.1                                                                              |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |
| HCM 7th LOS                    |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |

# HCM 7th Signalized Intersection Summary

23: Magnolia Ave & Ontario Ave

04/17/2026

|                                                                                                               |                                                                                    |                                                                                                                                                                      |  |                                                                                    |                                                                                                                                                                      |  |  |                                                                                    |  |  |                                                                                      |  |
|---------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                                                                                      | EBL                                                                                                                                                                 | EBT                                                                                                                                                                                                                                                   | EBR                                                                               | WBL                                                                                                                                                                 | WBT                                                                                                                                                                                                                                                   | WBR                                                                               | NBL                                                                               | NBT                                                                                                                                                                 | NBR                                                                                | SBL                                                                                 | SBT                                                                                                                                                                     | SBR                                                                                 |
| Lane Configurations                                                                                           |   |    |  |   |    |                                                                                   |  |   |  |  |   |  |
| Traffic Volume (veh/h)                                                                                        | 258                                                                                                                                                                 | 714                                                                                                                                                                                                                                                   | 63                                                                                | 148                                                                                                                                                                 | 790                                                                                                                                                                                                                                                   | 53                                                                                | 52                                                                                | 307                                                                                                                                                                 | 83                                                                                 | 66                                                                                  | 429                                                                                                                                                                     | 293                                                                                 |
| Future Volume (veh/h)                                                                                         | 258                                                                                                                                                                 | 714                                                                                                                                                                                                                                                   | 63                                                                                | 148                                                                                                                                                                 | 790                                                                                                                                                                                                                                                   | 53                                                                                | 52                                                                                | 307                                                                                                                                                                 | 83                                                                                 | 66                                                                                  | 429                                                                                                                                                                     | 293                                                                                 |
| Initial Q (Qb), veh                                                                                           | 0                                                                                                                                                                   | 0                                                                                                                                                                                                                                                     | 0                                                                                 | 0                                                                                                                                                                   | 0                                                                                                                                                                                                                                                     | 0                                                                                 | 0                                                                                 | 0                                                                                                                                                                   | 0                                                                                  | 0                                                                                   | 0                                                                                                                                                                       | 0                                                                                   |
| Lane Width Adj.                                                                                               | 1.00                                                                                                                                                                | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              | 1.00                                                                                                                                                                | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                                                                                                | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                                                                                                    | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)                                                                                           | 1.00                                                                                                                                                                |                                                                                                                                                                                                                                                       | 1.00                                                                              | 1.00                                                                                                                                                                |                                                                                                                                                                                                                                                       | 1.00                                                                              | 1.00                                                                              |                                                                                                                                                                     | 1.00                                                                               | 1.00                                                                                |                                                                                                                                                                         | 1.00                                                                                |
| Parking Bus, Adj                                                                                              | 1.00                                                                                                                                                                | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              | 1.00                                                                                                                                                                | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                                                                                                | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                                                                                                    | 1.00                                                                                |
| Work Zone On Approach                                                                                         | No                                                                                                                                                                  |                                                                                                                                                                                                                                                       |                                                                                   | No                                                                                                                                                                  |                                                                                                                                                                                                                                                       |                                                                                   | No                                                                                |                                                                                                                                                                     |                                                                                    | No                                                                                  |                                                                                                                                                                         |                                                                                     |
| Adj Sat Flow, veh/h/ln                                                                                        | 1870                                                                                                                                                                | 1870                                                                                                                                                                                                                                                  | 1870                                                                              | 1870                                                                                                                                                                | 1870                                                                                                                                                                                                                                                  | 1870                                                                              | 1870                                                                              | 1870                                                                                                                                                                | 1870                                                                               | 1870                                                                                | 1870                                                                                                                                                                    | 1870                                                                                |
| Adj Flow Rate, veh/h                                                                                          | 280                                                                                                                                                                 | 776                                                                                                                                                                                                                                                   | 0                                                                                 | 161                                                                                                                                                                 | 859                                                                                                                                                                                                                                                   | 0                                                                                 | 57                                                                                | 334                                                                                                                                                                 | 90                                                                                 | 72                                                                                  | 466                                                                                                                                                                     | 318                                                                                 |
| 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, %                                                                                          | 2                                                                                                                                                                   | 2                                                                                                                                                                                                                                                     | 2                                                                                 | 2                                                                                                                                                                   | 2                                                                                                                                                                                                                                                     | 2                                                                                 | 2                                                                                 | 2                                                                                                                                                                   | 2                                                                                  | 2                                                                                   | 2                                                                                                                                                                       | 2                                                                                   |
| Cap, veh/h                                                                                                    | 342                                                                                                                                                                 | 2486                                                                                                                                                                                                                                                  |                                                                                   | 224                                                                                                                                                                 | 2312                                                                                                                                                                                                                                                  |                                                                                   | 73                                                                                | 811                                                                                                                                                                 | 362                                                                                | 92                                                                                  | 849                                                                                                                                                                     | 379                                                                                 |
| Arrive On Green                                                                                               | 0.10                                                                                                                                                                | 0.49                                                                                                                                                                                                                                                  | 0.00                                                                              | 0.06                                                                                                                                                                | 0.45                                                                                                                                                                                                                                                  | 0.00                                                                              | 0.04                                                                              | 0.23                                                                                                                                                                | 0.23                                                                               | 0.05                                                                                | 0.24                                                                                                                                                                    | 0.24                                                                                |
| Sat Flow, veh/h                                                                                               | 3456                                                                                                                                                                | 5106                                                                                                                                                                                                                                                  | 1585                                                                              | 3456                                                                                                                                                                | 5274                                                                                                                                                                                                                                                  | 0                                                                                 | 1781                                                                              | 3554                                                                                                                                                                | 1585                                                                               | 1781                                                                                | 3554                                                                                                                                                                    | 1585                                                                                |
| Grp Volume(v), veh/h                                                                                          | 280                                                                                                                                                                 | 776                                                                                                                                                                                                                                                   | 0                                                                                 | 161                                                                                                                                                                 | 859                                                                                                                                                                                                                                                   | 0                                                                                 | 57                                                                                | 334                                                                                                                                                                 | 90                                                                                 | 72                                                                                  | 466                                                                                                                                                                     | 318                                                                                 |
| Grp Sat Flow(s),veh/h/ln                                                                                      | 1728                                                                                                                                                                | 1702                                                                                                                                                                                                                                                  | 1585                                                                              | 1728                                                                                                                                                                | 1702                                                                                                                                                                                                                                                  | 0                                                                                 | 1781                                                                              | 1777                                                                                                                                                                | 1585                                                                               | 1781                                                                                | 1777                                                                                                                                                                    | 1585                                                                                |
| Q Serve(g_s), s                                                                                               | 8.7                                                                                                                                                                 | 10.1                                                                                                                                                                                                                                                  | 0.0                                                                               | 5.0                                                                                                                                                                 | 12.2                                                                                                                                                                                                                                                  | 0.0                                                                               | 3.5                                                                               | 8.8                                                                                                                                                                 | 5.1                                                                                | 4.4                                                                                 | 12.6                                                                                                                                                                    | 21.0                                                                                |
| Cycle Q Clear(g_c), s                                                                                         | 8.7                                                                                                                                                                 | 10.1                                                                                                                                                                                                                                                  | 0.0                                                                               | 5.0                                                                                                                                                                 | 12.2                                                                                                                                                                                                                                                  | 0.0                                                                               | 3.5                                                                               | 8.8                                                                                                                                                                 | 5.1                                                                                | 4.4                                                                                 | 12.6                                                                                                                                                                    | 21.0                                                                                |
| Prop In Lane                                                                                                  | 1.00                                                                                                                                                                |                                                                                                                                                                                                                                                       | 1.00                                                                              | 1.00                                                                                                                                                                |                                                                                                                                                                                                                                                       | 0.00                                                                              | 1.00                                                                              |                                                                                                                                                                     | 1.00                                                                               | 1.00                                                                                |                                                                                                                                                                         | 1.00                                                                                |
| Lane Grp Cap(c), veh/h                                                                                        | 342                                                                                                                                                                 | 2486                                                                                                                                                                                                                                                  |                                                                                   | 224                                                                                                                                                                 | 2312                                                                                                                                                                                                                                                  |                                                                                   | 73                                                                                | 811                                                                                                                                                                 | 362                                                                                | 92                                                                                  | 849                                                                                                                                                                     | 379                                                                                 |
| V/C Ratio(X)                                                                                                  | 0.82                                                                                                                                                                | 0.31                                                                                                                                                                                                                                                  |                                                                                   | 0.72                                                                                                                                                                | 0.37                                                                                                                                                                                                                                                  |                                                                                   | 0.78                                                                              | 0.41                                                                                                                                                                | 0.25                                                                               | 0.78                                                                                | 0.55                                                                                                                                                                    | 0.84                                                                                |
| Avail Cap(c_a), veh/h                                                                                         | 408                                                                                                                                                                 | 2486                                                                                                                                                                                                                                                  |                                                                                   | 440                                                                                                                                                                 | 2312                                                                                                                                                                                                                                                  |                                                                                   | 146                                                                               | 1098                                                                                                                                                                | 490                                                                                | 146                                                                                 | 1098                                                                                                                                                                    | 490                                                                                 |
| 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                                                                                                                                                                                                                                                  | 0.00                                                                              | 1.00                                                                                                                                                                | 1.00                                                                                                                                                                                                                                                  | 0.00                                                                              | 1.00                                                                              | 1.00                                                                                                                                                                | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                                                                                                    | 1.00                                                                                |
| Uniform Delay (d), s/veh                                                                                      | 48.6                                                                                                                                                                | 17.1                                                                                                                                                                                                                                                  | 0.0                                                                               | 50.5                                                                                                                                                                | 19.8                                                                                                                                                                                                                                                  | 0.0                                                                               | 52.2                                                                              | 36.2                                                                                                                                                                | 34.7                                                                               | 51.5                                                                                | 36.7                                                                                                                                                                    | 39.9                                                                                |
| Incr Delay (d2), s/veh                                                                                        | 9.1                                                                                                                                                                 | 0.3                                                                                                                                                                                                                                                   | 0.0                                                                               | 1.6                                                                                                                                                                 | 0.5                                                                                                                                                                                                                                                   | 0.0                                                                               | 6.4                                                                               | 0.3                                                                                                                                                                 | 0.4                                                                                | 5.3                                                                                 | 0.6                                                                                                                                                                     | 9.9                                                                                 |
| 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(95%),veh/ln                                                                                      | 7.5                                                                                                                                                                 | 7.2                                                                                                                                                                                                                                                   | 0.0                                                                               | 4.0                                                                                                                                                                 | 8.5                                                                                                                                                                                                                                                   | 0.0                                                                               | 3.0                                                                               | 6.9                                                                                                                                                                 | 3.6                                                                                | 3.8                                                                                 | 9.4                                                                                                                                                                     | 14.1                                                                                |
| Unsig. Movement Delay, s/veh                                                                                  |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                    |                                                                                     |                                                                                                                                                                         |                                                                                     |
| LnGrp Delay(d), s/veh                                                                                         | 57.7                                                                                                                                                                | 17.4                                                                                                                                                                                                                                                  | 0.0                                                                               | 52.1                                                                                                                                                                | 20.3                                                                                                                                                                                                                                                  | 0.0                                                                               | 58.6                                                                              | 36.5                                                                                                                                                                | 35.1                                                                               | 56.8                                                                                | 37.2                                                                                                                                                                    | 49.7                                                                                |
| LnGrp LOS                                                                                                     | E                                                                                                                                                                   | B                                                                                                                                                                                                                                                     |                                                                                   | D                                                                                                                                                                   | C                                                                                                                                                                                                                                                     |                                                                                   | E                                                                                 | D                                                                                                                                                                   | D                                                                                  | E                                                                                   | D                                                                                                                                                                       | D                                                                                   |
| Approach Vol, veh/h                                                                                           | 1056                                                                                                                                                                |                                                                                                                                                                                                                                                       |                                                                                   | 1020                                                                                                                                                                |                                                                                                                                                                                                                                                       |                                                                                   | 481                                                                               |                                                                                                                                                                     |                                                                                    | 856                                                                                 |                                                                                                                                                                         |                                                                                     |
| Approach Delay, s/veh                                                                                         | 28.1                                                                                                                                                                |                                                                                                                                                                                                                                                       |                                                                                   | 25.3                                                                                                                                                                |                                                                                                                                                                                                                                                       |                                                                                   | 38.8                                                                              |                                                                                                                                                                     |                                                                                    | 43.5                                                                                |                                                                                                                                                                         |                                                                                     |
| Approach LOS                                                                                                  | C                                                                                                                                                                   |                                                                                                                                                                                                                                                       |                                                                                   | C                                                                                                                                                                   |                                                                                                                                                                                                                                                       |                                                                                   | D                                                                                 |                                                                                                                                                                     |                                                                                    | D                                                                                   |                                                                                                                                                                         |                                                                                     |
| Timer - Assigned Phs                                                                                          | 1                                                                                                                                                                   | 2                                                                                                                                                                                                                                                     | 3                                                                                 | 4                                                                                                                                                                   | 5                                                                                                                                                                                                                                                     | 6                                                                                 | 7                                                                                 | 8                                                                                                                                                                   |                                                                                    |                                                                                     |                                                                                                                                                                         |                                                                                     |
| Phs Duration (G+Y+Rc), s                                                                                      | 11.1                                                                                                                                                                | 59.1                                                                                                                                                                                                                                                  | 8.5                                                                               | 31.3                                                                                                                                                                | 14.9                                                                                                                                                                                                                                                  | 55.3                                                                              | 9.7                                                                               | 30.1                                                                                                                                                                |                                                                                    |                                                                                     |                                                                                                                                                                         |                                                                                     |
| Change Period (Y+Rc), s                                                                                       | 4.0                                                                                                                                                                 | 5.5                                                                                                                                                                                                                                                   | 4.0                                                                               | 5.0                                                                                                                                                                 | 4.0                                                                                                                                                                                                                                                   | 5.5                                                                               | 4.0                                                                               | 5.0                                                                                                                                                                 |                                                                                    |                                                                                     |                                                                                                                                                                         |                                                                                     |
| Max Green Setting (Gmax), s                                                                                   | 11.0                                                                                                                                                                | 34.5                                                                                                                                                                                                                                                  | 9.0                                                                               | 34.0                                                                                                                                                                | 13.0                                                                                                                                                                                                                                                  | 35.5                                                                              | 9.0                                                                               | 34.0                                                                                                                                                                |                                                                                    |                                                                                     |                                                                                                                                                                         |                                                                                     |
| Max Q Clear Time (g_c+I1), s                                                                                  | 11.0                                                                                                                                                                | 12.1                                                                                                                                                                                                                                                  | 5.5                                                                               | 23.0                                                                                                                                                                | 10.7                                                                                                                                                                                                                                                  | 14.2                                                                              | 6.4                                                                               | 10.8                                                                                                                                                                |                                                                                    |                                                                                     |                                                                                                                                                                         |                                                                                     |
| Green Ext Time (p_c), s                                                                                       | 0.1                                                                                                                                                                 | 7.6                                                                                                                                                                                                                                                   | 0.0                                                                               | 3.3                                                                                                                                                                 | 0.1                                                                                                                                                                                                                                                   | 8.3                                                                               | 0.0                                                                               | 2.5                                                                                                                                                                 |                                                                                    |                                                                                     |                                                                                                                                                                         |                                                                                     |
| Intersection Summary                                                                                          |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                    |                                                                                     |                                                                                                                                                                         |                                                                                     |
| HCM 7th Control Delay, s/veh                                                                                  | 32.6                                                                                                                                                                |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                    |                                                                                     |                                                                                                                                                                         |                                                                                     |
| HCM 7th LOS                                                                                                   | C                                                                                                                                                                   |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                    |                                                                                     |                                                                                                                                                                         |                                                                                     |
| Notes                                                                                                         |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                    |                                                                                     |                                                                                                                                                                         |                                                                                     |
| Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay. |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                    |                                                                                     |                                                                                                                                                                         |                                                                                     |

5. FB AM Future without Project - AM 8:00 am 04/17/2026  
GTC

Synchro 12 Report  
Page 23

# HCM 7th Signalized Intersection Summary

## 1: E Grand Blvd/Grand Blvd & 3rd Street

05/11/2026

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |  |
| Traffic Volume (veh/h)       | 32                                                                                | 69                                                                                | 208                                                                               | 12                                                                                | 56                                                                                | 32                                                                                | 100                                                                                 | 859                                                                                 | 8                                                                                   | 69                                                                                  | 955                                                                                 | 37                                                                                  |
| Future Volume (veh/h)        | 32                                                                                | 69                                                                                | 208                                                                               | 12                                                                                | 56                                                                                | 32                                                                                | 100                                                                                 | 859                                                                                 | 8                                                                                   | 69                                                                                  | 955                                                                                 | 37                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 35                                                                                | 75                                                                                | 226                                                                               | 13                                                                                | 61                                                                                | 35                                                                                | 109                                                                                 | 934                                                                                 | 9                                                                                   | 75                                                                                  | 1038                                                                                | 40                                                                                  |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 377                                                                               | 95                                                                                | 287                                                                               | 198                                                                               | 259                                                                               | 149                                                                               | 141                                                                                 | 1611                                                                                | 16                                                                                  | 111                                                                                 | 1499                                                                                | 58                                                                                  |
| Arrive On Green              | 0.23                                                                              | 0.23                                                                              | 0.23                                                                              | 0.23                                                                              | 0.23                                                                              | 0.23                                                                              | 0.08                                                                                | 0.45                                                                                | 0.45                                                                                | 0.06                                                                                | 0.43                                                                                | 0.43                                                                                |
| Sat Flow, veh/h              | 1300                                                                              | 411                                                                               | 1237                                                                              | 1078                                                                              | 1115                                                                              | 640                                                                               | 1781                                                                                | 3606                                                                                | 35                                                                                  | 1781                                                                                | 3489                                                                                | 134                                                                                 |
| Grp Volume(v), veh/h         | 35                                                                                | 0                                                                                 | 301                                                                               | 13                                                                                | 0                                                                                 | 96                                                                                | 109                                                                                 | 460                                                                                 | 483                                                                                 | 75                                                                                  | 529                                                                                 | 549                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1300                                                                              | 0                                                                                 | 1648                                                                              | 1078                                                                              | 0                                                                                 | 1755                                                                              | 1781                                                                                | 1777                                                                                | 1864                                                                                | 1781                                                                                | 1777                                                                                | 1846                                                                                |
| Q Serve(g_s), s              | 1.2                                                                               | 0.0                                                                               | 9.3                                                                               | 0.6                                                                               | 0.0                                                                               | 2.4                                                                               | 3.2                                                                                 | 10.5                                                                                | 10.5                                                                                | 2.2                                                                                 | 13.1                                                                                | 13.1                                                                                |
| Cycle Q Clear(g_c), s        | 3.6                                                                               | 0.0                                                                               | 9.3                                                                               | 9.9                                                                               | 0.0                                                                               | 2.4                                                                               | 3.2                                                                                 | 10.5                                                                                | 10.5                                                                                | 2.2                                                                                 | 13.1                                                                                | 13.1                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.75                                                                              | 1.00                                                                              |                                                                                   | 0.36                                                                              | 1.00                                                                                |                                                                                     | 0.02                                                                                | 1.00                                                                                |                                                                                     | 0.07                                                                                |
| Lane Grp Cap(c), veh/h       | 377                                                                               | 0                                                                                 | 383                                                                               | 198                                                                               | 0                                                                                 | 408                                                                               | 141                                                                                 | 794                                                                                 | 833                                                                                 | 111                                                                                 | 764                                                                                 | 793                                                                                 |
| V/C Ratio(X)                 | 0.09                                                                              | 0.00                                                                              | 0.79                                                                              | 0.07                                                                              | 0.00                                                                              | 0.24                                                                              | 0.77                                                                                | 0.58                                                                                | 0.58                                                                                | 0.67                                                                                | 0.69                                                                                | 0.69                                                                                |
| Avail Cap(c_a), veh/h        | 556                                                                               | 0                                                                                 | 609                                                                               | 526                                                                               | 0                                                                                 | 940                                                                               | 494                                                                                 | 1083                                                                                | 1137                                                                                | 494                                                                                 | 985                                                                                 | 1023                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 18.3                                                                              | 0.0                                                                               | 19.5                                                                              | 24.2                                                                              | 0.0                                                                               | 16.9                                                                              | 24.4                                                                                | 11.2                                                                                | 11.2                                                                                | 24.8                                                                                | 12.5                                                                                | 12.5                                                                                |
| Incr Delay (d2), s/veh       | 0.1                                                                               | 0.0                                                                               | 3.6                                                                               | 0.1                                                                               | 0.0                                                                               | 0.3                                                                               | 3.3                                                                                 | 1.0                                                                                 | 0.9                                                                                 | 2.6                                                                                 | 1.9                                                                                 | 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(95%),veh/ln     | 0.6                                                                               | 0.0                                                                               | 6.4                                                                               | 0.3                                                                               | 0.0                                                                               | 1.6                                                                               | 2.5                                                                                 | 6.5                                                                                 | 6.8                                                                                 | 1.7                                                                                 | 8.2                                                                                 | 8.4                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 18.5                                                                              | 0.0                                                                               | 23.1                                                                              | 24.3                                                                              | 0.0                                                                               | 17.2                                                                              | 27.8                                                                                | 12.1                                                                                | 12.1                                                                                | 27.5                                                                                | 14.4                                                                                | 14.3                                                                                |
| LnGrp LOS                    | B                                                                                 |                                                                                   | C                                                                                 | C                                                                                 |                                                                                   | B                                                                                 | C                                                                                   | B                                                                                   | B                                                                                   | C                                                                                   | B                                                                                   | B                                                                                   |
| Approach Vol, veh/h          | 336                                                                               |                                                                                   |                                                                                   | 109                                                                               |                                                                                   |                                                                                   | 1052                                                                                |                                                                                     |                                                                                     | 1153                                                                                |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 22.6                                                                              |                                                                                   |                                                                                   | 18.0                                                                              |                                                                                   |                                                                                   | 13.7                                                                                |                                                                                     |                                                                                     | 15.2                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 7.4                                                                               | 29.2                                                                              |                                                                                   | 17.6                                                                              | 8.3                                                                               | 28.3                                                                              |                                                                                     | 17.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               |                                                                                     | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 15.0                                                                              | 33.0                                                                              |                                                                                   | 20.0                                                                              | 15.0                                                                              | 30.0                                                                              |                                                                                     | 29.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 4.2                                                                               | 12.5                                                                              |                                                                                   | 11.3                                                                              | 5.2                                                                               | 15.1                                                                              |                                                                                     | 11.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.1                                                                               | 8.5                                                                               |                                                                                   | 1.3                                                                               | 0.1                                                                               | 8.2                                                                               |                                                                                     | 0.4                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 15.7                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

| Intersection             |                                                                                   |          |                                                                                   |        |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 4.1                                                                               |          |                                                                                   |        |                                                                                   |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR    | SBL                                                                               | SBT                                                                               |
| Lane Configurations      |  |          |  |        |  |  |
| Traffic Vol, veh/h       | 5                                                                                 | 178      | 803                                                                               | 14     | 376                                                                               | 802                                                                               |
| Future Vol, veh/h        | 5                                                                                 | 178      | 803                                                                               | 14     | 376                                                                               | 802                                                                               |
| 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                                                                                 | -        | -                                                                                 | -      | 50                                                                                | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -        | 0                                                                                 | -      | -                                                                                 | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -        | 0                                                                                 | -      | -                                                                                 | 0                                                                                 |
| Peak Hour Factor         | 92                                                                                | 92       | 92                                                                                | 92     | 92                                                                                | 92                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2        | 2                                                                                 | 2      | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 5                                                                                 | 193      | 873                                                                               | 15     | 409                                                                               | 872                                                                               |
|                          |                                                                                   |          |                                                                                   |        |                                                                                   |                                                                                   |
| Major/Minor              | Minor1                                                                            | Major1   |                                                                                   | Major2 |                                                                                   |                                                                                   |
| Conflicting Flow All     | 2134                                                                              | 444      | 0                                                                                 | 0      | 888                                                                               | 0                                                                                 |
| Stage 1                  | 880                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Stage 2                  | 1253                                                                              | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Critical Hdwy            | 6.84                                                                              | 6.94     | -                                                                                 | -      | 4.14                                                                              | -                                                                                 |
| Critical Hdwy Stg 1      | 5.84                                                                              | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 2      | 5.84                                                                              | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Follow-up Hdwy           | 3.52                                                                              | 3.32     | -                                                                                 | -      | 2.22                                                                              | -                                                                                 |
| Pot Cap-1 Maneuver       | 42                                                                                | 561      | -                                                                                 | -      | 758                                                                               | -                                                                                 |
| Stage 1                  | 366                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Stage 2                  | 232                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -      |                                                                                   | -                                                                                 |
| Mov Cap-1 Maneuver       | 19                                                                                | 561      | -                                                                                 | -      | 758                                                                               | -                                                                                 |
| Mov Cap-2 Maneuver       | 82                                                                                | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Stage 1                  | 366                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Stage 2                  | 107                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
|                          |                                                                                   |          |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |          |                                                                                   |        |                                                                                   |                                                                                   |
| Approach                 | WB                                                                                | NB       |                                                                                   | SB     |                                                                                   |                                                                                   |
| HCM Ctrl Dly, s/v        | 17.54                                                                             | 0        |                                                                                   | 4.84   |                                                                                   |                                                                                   |
| HCM LOS                  | C                                                                                 |          |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |          |                                                                                   |        |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 | SBL                                                                               | SBT    |                                                                                   |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | -        | 484                                                                               | 758    | -                                                                                 |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | -        | 0.411                                                                             | 0.539  | -                                                                                 |                                                                                   |
| HCM Ctrl Dly (s/v)       | -                                                                                 | -        | 17.5                                                                              | 15.2   | -                                                                                 |                                                                                   |
| HCM Lane LOS             | -                                                                                 | -        | C                                                                                 | C      | -                                                                                 |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | -        | 2                                                                                 | 3.3    | -                                                                                 |                                                                                   |

**Intersection**

Int Delay, s/veh 0.5

**Movement** EBT EBR WBL WBT NBL NBR

Lane Configurations

Traffic Vol, veh/h 429 5 5 192 8 15

Future Vol, veh/h 429 5 5 192 8 15

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 466 5 5 209 9 16

**Major/Minor** Major1 Major2 Minor1

Conflicting Flow All 0 0 472 0 689 469

Stage 1 - - - - 469 -

Stage 2 - - - - 220 -

Critical Hdwy - - 4.12 - 6.42 6.22

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy - - 2.218 - 3.518 3.318

Pot Cap-1 Maneuver - - 1090 - 412 594

Stage 1 - - - - 630 -

Stage 2 - - - - 817 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - 1090 - 409 594

Mov Cap-2 Maneuver - - - - 409 -

Stage 1 - - - - 630 -

Stage 2 - - - - 812 -

**Approach** EB WB NB

HCM Ctrl Dly, s/v 0 0.21 12.37

HCM LOS B

**Minor Lane/Major Mvmt** NBLn1 EBT EBR WBL WBT

Capacity (veh/h) 514 - - 46 -

HCM Lane V/C Ratio 0.049 - - 0.005 -

HCM Ctrl Dly (s/v) 12.4 - - 8.3 0

HCM Lane LOS B - - A A

HCM 95th %tile Q(veh) 0.2 - - 0 -

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 1.1    |                                                                                   |                                                                                   |        |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |        |  |       |
| Traffic Vol, veh/h       | 3      | 394                                                                               | 170                                                                               | 19     | 44                                                                                | 4     |
| Future Vol, veh/h        | 3      | 394                                                                               | 170                                                                               | 19     | 44                                                                                | 4     |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None   | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Peak Hour Factor         | 92     | 92                                                                                | 92                                                                                | 92     | 92                                                                                | 92    |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2                                                                                 | 2      | 2                                                                                 | 2     |
| Mvmt Flow                | 3      | 428                                                                               | 185                                                                               | 21     | 48                                                                                | 4     |
|                          |        |                                                                                   |                                                                                   |        |                                                                                   |       |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |       |
| Conflicting Flow All     | 205    | 0                                                                                 | -                                                                                 | 0      | 630                                                                               | 195   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 195                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 435                                                                               | -     |
| Critical Hdwy            | 4.12   | -                                                                                 | -                                                                                 | -      | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Follow-up Hdwy           | 2.218  | -                                                                                 | -                                                                                 | -      | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | 1366   | -                                                                                 | -                                                                                 | -      | 446                                                                               | 846   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 838                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 653                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |       |
| Mov Cap-1 Maneuver       | 1366   | -                                                                                 | -                                                                                 | -      | 444                                                                               | 846   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 444                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 835                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 653                                                                               | -     |
|                          |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|                          |        |                                                                                   |                                                                                   |        |                                                                                   |       |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |       |
| HCM Ctrl Dly, s/v        | 0.06   | 0                                                                                 |                                                                                   | 13.77  |                                                                                   |       |
| HCM LOS                  | B      |                                                                                   |                                                                                   |        |                                                                                   |       |
|                          |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|                          |        |                                                                                   |                                                                                   |        |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |
| Capacity (veh/h)         | 14     | -                                                                                 | -                                                                                 | -      | 463                                                                               |       |
| HCM Lane V/C Ratio       | 0.002  | -                                                                                 | -                                                                                 | -      | 0.113                                                                             |       |
| HCM Ctrl Dly (s/v)       | 7.6    | 0                                                                                 | -                                                                                 | -      | 13.8                                                                              |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | B                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -      | 0.4                                                                               |       |

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |       |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 3.2                                                                               |        |       |                                                                                   |                                                                                   |       |
| Movement                 | EBT                                                                               | EBR    | WBL   | WBT                                                                               | NBL                                                                               | NBR   |
| Lane Configurations      |  |        |       |  |  |       |
| Traffic Vol, veh/h       | 6                                                                                 | 475    | 3     | 11                                                                                | 174                                                                               | 0     |
| Future Vol, veh/h        | 6                                                                                 | 475    | 3     | 11                                                                                | 174                                                                               | 0     |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0     |
| Sign Control             | Free                                                                              | Free   | Free  | Free                                                                              | Stop                                                                              | Stop  |
| RT Channelized           | -                                                                                 | None   | -     | None                                                                              | -                                                                                 | None  |
| Storage Length           | -                                                                                 | -      | -     | -                                                                                 | 0                                                                                 | -     |
| Veh in Median Storage, # | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -     |
| Grade, %                 | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -     |
| Peak Hour Factor         | 92                                                                                | 92     | 92    | 92                                                                                | 92                                                                                | 92    |
| Heavy Vehicles, %        | 2                                                                                 | 2      | 2     | 2                                                                                 | 2                                                                                 | 2     |
| Mvmt Flow                | 7                                                                                 | 516    | 3     | 12                                                                                | 189                                                                               | 0     |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |       |
| Major/Minor              | Major1                                                                            | Major2 |       | Minor1                                                                            |                                                                                   |       |
| Conflicting Flow All     | 0                                                                                 | 0      | 523   | 0                                                                                 | 283                                                                               | 265   |
| Stage 1                  | -                                                                                 | -      | -     | -                                                                                 | 265                                                                               | -     |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | 18                                                                                | -     |
| Critical Hdwy            | -                                                                                 | -      | 4.12  | -                                                                                 | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -                                                                                 | -      | -     | -                                                                                 | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -                                                                                 | -      | -     | -                                                                                 | 5.42                                                                              | -     |
| Follow-up Hdwy           | -                                                                                 | -      | 2.218 | -                                                                                 | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | -                                                                                 | -      | 1044  | -                                                                                 | 707                                                                               | 774   |
| Stage 1                  | -                                                                                 | -      | -     | -                                                                                 | 780                                                                               | -     |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | 1004                                                                              | -     |
| Platoon blocked, %       | -                                                                                 | -      |       | -                                                                                 |                                                                                   |       |
| Mov Cap-1 Maneuver       | -                                                                                 | -      | 1044  | -                                                                                 | 705                                                                               | 774   |
| Mov Cap-2 Maneuver       | -                                                                                 | -      | -     | -                                                                                 | 705                                                                               | -     |
| Stage 1                  | -                                                                                 | -      | -     | -                                                                                 | 780                                                                               | -     |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | 1001                                                                              | -     |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |       |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |       |
| Approach                 | EB                                                                                | WB     |       | NB                                                                                |                                                                                   |       |
| HCM Ctrl Dly, s/v        | 0                                                                                 | 1.81   |       | 11.97                                                                             |                                                                                   |       |
| HCM LOS                  | B                                                                                 |        |       |                                                                                   |                                                                                   |       |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |       |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |       |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT    | EBR   | WBL                                                                               | WBT                                                                               |       |
| Capacity (veh/h)         | 705                                                                               | -      | -     | 386                                                                               | -                                                                                 |       |
| HCM Lane V/C Ratio       | 0.268                                                                             | -      | -     | 0.003                                                                             | -                                                                                 |       |
| HCM Ctrl Dly (s/v)       | 12                                                                                | -      | -     | 8.5                                                                               | 0                                                                                 |       |
| HCM Lane LOS             | B                                                                                 | -      | -     | A                                                                                 | A                                                                                 |       |
| HCM 95th %tile Q(veh)    | 1.1                                                                               | -      | -     | 0                                                                                 | -                                                                                 |       |



HCM 7th TWSC  
6: E Grand Blvd & Park Driveway

04/17/2026

| Intersection             |                                                                                   |          |                                                                                   |      |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.1                                                                               |          |                                                                                   |      |                                                                                   |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR  | SBL                                                                               | SBT                                                                               |
| Lane Configurations      |  |          |  |      |  |  |
| Traffic Vol, veh/h       | 0                                                                                 | 3        | 788                                                                               | 3    | 14                                                                                | 823                                                                               |
| Future Vol, veh/h        | 0                                                                                 | 3        | 788                                                                               | 3    | 14                                                                                | 823                                                                               |
| 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                                                                                 | -        | -                                                                                 | -    | 50                                                                                | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -        | 0                                                                                 | -    | -                                                                                 | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -        | 0                                                                                 | -    | -                                                                                 | 0                                                                                 |
| Peak Hour Factor         | 92                                                                                | 92       | 92                                                                                | 92   | 92                                                                                | 92                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2        | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 0                                                                                 | 3        | 857                                                                               | 3    | 15                                                                                | 895                                                                               |
| Major/Minor              | Minor1                                                                            | Major1   | Major2                                                                            |      |                                                                                   |                                                                                   |
| Conflicting Flow All     | 1336                                                                              | 430      | 0                                                                                 | 0    | 860                                                                               | 0                                                                                 |
| Stage 1                  | 858                                                                               | -        | -                                                                                 | -    | -                                                                                 | -                                                                                 |
| Stage 2                  | 478                                                                               | -        | -                                                                                 | -    | -                                                                                 | -                                                                                 |
| Critical Hdwy            | 6.84                                                                              | 6.94     | -                                                                                 | -    | 4.14                                                                              | -                                                                                 |
| Critical Hdwy Stg 1      | 5.84                                                                              | -        | -                                                                                 | -    | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 2      | 5.84                                                                              | -        | -                                                                                 | -    | -                                                                                 | -                                                                                 |
| Follow-up Hdwy           | 3.52                                                                              | 3.32     | -                                                                                 | -    | 2.22                                                                              | -                                                                                 |
| Pot Cap-1 Maneuver       | 145                                                                               | 573      | -                                                                                 | -    | 777                                                                               | -                                                                                 |
| Stage 1                  | 376                                                                               | -        | -                                                                                 | -    | -                                                                                 | -                                                                                 |
| Stage 2                  | 590                                                                               | -        | -                                                                                 | -    | -                                                                                 | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -    |                                                                                   | -                                                                                 |
| Mov Cap-1 Maneuver       | 142                                                                               | 573      | -                                                                                 | -    | 777                                                                               | -                                                                                 |
| Mov Cap-2 Maneuver       | 268                                                                               | -        | -                                                                                 | -    | -                                                                                 | -                                                                                 |
| Stage 1                  | 376                                                                               | -        | -                                                                                 | -    | -                                                                                 | -                                                                                 |
| Stage 2                  | 578                                                                               | -        | -                                                                                 | -    | -                                                                                 | -                                                                                 |
| Approach                 | WB                                                                                | NB       | SB                                                                                |      |                                                                                   |                                                                                   |
| HCM Ctrl Dly, s/v        | 11.31                                                                             | 0        | 0.16                                                                              |      |                                                                                   |                                                                                   |
| HCM LOS                  | B                                                                                 |          |                                                                                   |      |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 | SBL                                                                               | SBT  |                                                                                   |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | -        | 573                                                                               | 777  | -                                                                                 |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | -        | 0.006                                                                             | 0.02 | -                                                                                 |                                                                                   |
| HCM Ctrl Dly (s/v)       | -                                                                                 | -        | 11.3                                                                              | 9.7  | -                                                                                 |                                                                                   |
| HCM Lane LOS             | -                                                                                 | -        | B                                                                                 | A    | -                                                                                 |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | -        | 0                                                                                 | 0.1  | -                                                                                 |                                                                                   |

# HCM 7th Signalized Intersection Summary

7: E Grand Blvd & 6th St

05/11/2026

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 42                                                                                | 510                                                                               | 94                                                                                | 137                                                                               | 426                                                                               | 351                                                                               | 110                                                                                 | 428                                                                                 | 125                                                                                 | 284                                                                                 | 502                                                                                 | 20                                                                                  |
| Future Volume (veh/h)        | 42                                                                                | 510                                                                               | 94                                                                                | 137                                                                               | 426                                                                               | 351                                                                               | 110                                                                                 | 428                                                                                 | 125                                                                                 | 284                                                                                 | 502                                                                                 | 20                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 46                                                                                | 554                                                                               | 102                                                                               | 149                                                                               | 463                                                                               | 382                                                                               | 120                                                                                 | 465                                                                                 | 136                                                                                 | 309                                                                                 | 546                                                                                 | 22                                                                                  |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 59                                                                                | 701                                                                               | 594                                                                               | 162                                                                               | 809                                                                               | 686                                                                               | 147                                                                                 | 538                                                                                 | 156                                                                                 | 308                                                                                 | 1003                                                                                | 40                                                                                  |
| Arrive On Green              | 0.03                                                                              | 0.37                                                                              | 0.37                                                                              | 0.15                                                                              | 0.72                                                                              | 0.72                                                                              | 0.08                                                                                | 0.20                                                                                | 0.20                                                                                | 0.17                                                                                | 0.29                                                                                | 0.29                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                                | 2716                                                                                | 789                                                                                 | 1781                                                                                | 3482                                                                                | 140                                                                                 |
| Grp Volume(v), veh/h         | 46                                                                                | 554                                                                               | 102                                                                               | 149                                                                               | 463                                                                               | 382                                                                               | 120                                                                                 | 303                                                                                 | 298                                                                                 | 309                                                                                 | 278                                                                                 | 290                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                                | 1777                                                                                | 1728                                                                                | 1781                                                                                | 1777                                                                                | 1845                                                                                |
| Q Serve(g_s), s              | 2.8                                                                               | 28.9                                                                              | 4.7                                                                               | 9.1                                                                               | 12.9                                                                              | 12.3                                                                              | 7.3                                                                                 | 18.1                                                                                | 18.4                                                                                | 19.0                                                                                | 14.5                                                                                | 14.6                                                                                |
| Cycle Q Clear(g_c), s        | 2.8                                                                               | 28.9                                                                              | 4.7                                                                               | 9.1                                                                               | 12.9                                                                              | 12.3                                                                              | 7.3                                                                                 | 18.1                                                                                | 18.4                                                                                | 19.0                                                                                | 14.5                                                                                | 14.6                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.46                                                                                | 1.00                                                                                |                                                                                     | 0.08                                                                                |
| Lane Grp Cap(c), veh/h       | 59                                                                                | 701                                                                               | 594                                                                               | 162                                                                               | 809                                                                               | 686                                                                               | 147                                                                                 | 352                                                                                 | 342                                                                                 | 308                                                                                 | 512                                                                                 | 532                                                                                 |
| V/C Ratio(X)                 | 0.78                                                                              | 0.79                                                                              | 0.17                                                                              | 0.92                                                                              | 0.57                                                                              | 0.56                                                                              | 0.82                                                                                | 0.86                                                                                | 0.87                                                                                | 1.00                                                                                | 0.54                                                                                | 0.54                                                                                |
| Avail Cap(c_a), veh/h        | 162                                                                               | 701                                                                               | 594                                                                               | 162                                                                               | 809                                                                               | 686                                                                               | 178                                                                                 | 372                                                                                 | 361                                                                                 | 308                                                                                 | 512                                                                                 | 532                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.67                                                                              | 1.67                                                                              | 1.67                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 0.57                                                                              | 0.57                                                                              | 0.57                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 52.8                                                                              | 30.5                                                                              | 23.0                                                                              | 46.3                                                                              | 10.5                                                                              | 10.4                                                                              | 49.6                                                                                | 42.7                                                                                | 42.8                                                                                | 45.5                                                                                | 33.0                                                                                | 33.1                                                                                |
| Incr Delay (d2), s/veh       | 4.7                                                                               | 5.2                                                                               | 0.4                                                                               | 47.2                                                                              | 2.9                                                                               | 3.2                                                                               | 16.2                                                                                | 17.7                                                                                | 19.3                                                                                | 52.4                                                                                | 2.1                                                                                 | 2.0                                                                                 |
| 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(95%),veh/ln     | 2.4                                                                               | 18.4                                                                              | 3.3                                                                               | 9.8                                                                               | 7.8                                                                               | 6.6                                                                               | 7.0                                                                                 | 14.4                                                                                | 14.4                                                                                | 18.7                                                                                | 10.7                                                                                | 11.1                                                                                |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 57.5                                                                              | 35.8                                                                              | 23.3                                                                              | 93.5                                                                              | 13.4                                                                              | 13.6                                                                              | 65.9                                                                                | 60.4                                                                                | 62.1                                                                                | 97.9                                                                                | 35.2                                                                                | 35.1                                                                                |
| LnGrp LOS                    | E                                                                                 | D                                                                                 | C                                                                                 | F                                                                                 | B                                                                                 | B                                                                                 | E                                                                                   | E                                                                                   | E                                                                                   | F                                                                                   | D                                                                                   | D                                                                                   |
| Approach Vol, veh/h          | 702                                                                               |                                                                                   |                                                                                   | 994                                                                               |                                                                                   |                                                                                   | 721                                                                                 |                                                                                     |                                                                                     | 877                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 35.4                                                                              |                                                                                   |                                                                                   | 25.5                                                                              |                                                                                   |                                                                                   | 62.0                                                                                |                                                                                     |                                                                                     | 57.2                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | E                                                                                   |                                                                                     |                                                                                     | E                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 14.0                                                                              | 46.2                                                                              | 13.1                                                                              | 36.7                                                                              | 7.6                                                                               | 52.6                                                                              | 23.0                                                                                | 26.8                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 10.0                                                                              | 40.0                                                                              | 11.0                                                                              | 31.0                                                                              | 10.0                                                                              | 40.0                                                                              | 19.0                                                                                | 23.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 11.1                                                                              | 30.9                                                                              | 9.3                                                                               | 16.6                                                                              | 4.8                                                                               | 14.9                                                                              | 21.0                                                                                | 20.4                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 4.3                                                                               | 0.0                                                                               | 5.1                                                                               | 0.0                                                                               | 9.4                                                                               | 0.0                                                                                 | 1.4                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 44.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

6. FB PM Future without Project - PM 5:00 pm 04/17/2026  
GTC

Synchro 12 Report  
Page 1

| Intersection             |        |        |      |        |      |      |
|--------------------------|--------|--------|------|--------|------|------|
| Int Delay, s/veh         | 0.1    |        |      |        |      |      |
| Movement                 | EBL    | EBT    | WBT  | WBR    | SBL  | SBR  |
| Lane Configurations      |        | ↑↑     | ↑↑   |        |      | ↗    |
| Traffic Vol, veh/h       | 0      | 876    | 906  | 4      | 0    | 11   |
| Future Vol, veh/h        | 0      | 876    | 906  | 4      | 0    | 11   |
| Conflicting Peds, #/hr   | 0      | 0      | 0    | 0      | 0    | 0    |
| Sign Control             | Free   | Free   | Free | Free   | Stop | Stop |
| RT Channelized           | -      | None   | -    | None   | -    | None |
| Storage Length           | -      | -      | -    | -      | -    | 0    |
| Veh in Median Storage, # | -      | 0      | 0    | -      | 0    | -    |
| Grade, %                 | -      | 0      | 0    | -      | 0    | -    |
| Peak Hour Factor         | 92     | 92     | 92   | 92     | 92   | 92   |
| Heavy Vehicles, %        | 2      | 2      | 2    | 2      | 2    | 2    |
| Mvmt Flow                | 0      | 952    | 985  | 4      | 0    | 12   |
|                          |        |        |      |        |      |      |
| Major/Minor              | Major1 | Major2 |      | Minor2 |      |      |
| Conflicting Flow All     | -      | 0      | -    | 0      | -    | 495  |
| Stage 1                  | -      | -      | -    | -      | -    | -    |
| Stage 2                  | -      | -      | -    | -      | -    | -    |
| Critical Hdwy            | -      | -      | -    | -      | -    | 6.94 |
| Critical Hdwy Stg 1      | -      | -      | -    | -      | -    | -    |
| Critical Hdwy Stg 2      | -      | -      | -    | -      | -    | -    |
| Follow-up Hdwy           | -      | -      | -    | -      | -    | 3.32 |
| Pot Cap-1 Maneuver       | 0      | -      | -    | -      | 0    | 520  |
| Stage 1                  | 0      | -      | -    | -      | 0    | -    |
| Stage 2                  | 0      | -      | -    | -      | 0    | -    |
| Platoon blocked, %       |        | -      | -    | -      |      |      |
| Mov Cap-1 Maneuver       | -      | -      | -    | -      | -    | 520  |
| Mov Cap-2 Maneuver       | -      | -      | -    | -      | -    | -    |
| Stage 1                  | -      | -      | -    | -      | -    | -    |
| Stage 2                  | -      | -      | -    | -      | -    | -    |
|                          |        |        |      |        |      |      |
|                          |        |        |      |        |      |      |
| Approach                 | EB     | WB     |      | SB     |      |      |
| HCM Ctrl Dly, s/v        | 0      | 0      |      | 12.08  |      |      |
| HCM LOS                  | B      |        |      |        |      |      |
|                          |        |        |      |        |      |      |
|                          |        |        |      |        |      |      |
| Minor Lane/Major Mvmt    | EBT    | WBT    | WBR  | SBLn1  |      |      |
| Capacity (veh/h)         | -      | -      | -    | 520    |      |      |
| HCM Lane V/C Ratio       | -      | -      | -    | 0.023  |      |      |
| HCM Ctrl Dly (s/v)       | -      | -      | -    | 12.1   |      |      |
| HCM Lane LOS             | -      | -      | -    | B      |      |      |
| HCM 95th %tile Q(veh)    | -      | -      | -    | 0.1    |      |      |

# HCM 7th Signalized Intersection Summary

9: Rimpau Ave & 6th St

04/17/2026

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 7                                                                                 | 639                                                                               | 134                                                                               | 164                                                                               | 681                                                                               | 82                                                                                | 193                                                                                 | 117                                                                                 | 221                                                                                 | 281                                                                                 | 186                                                                                 | 8                                                                                   |
| Future Volume (veh/h)        | 7                                                                                 | 639                                                                               | 134                                                                               | 164                                                                               | 681                                                                               | 82                                                                                | 193                                                                                 | 117                                                                                 | 221                                                                                 | 281                                                                                 | 186                                                                                 | 8                                                                                   |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 8                                                                                 | 695                                                                               | 146                                                                               | 178                                                                               | 740                                                                               | 89                                                                                | 210                                                                                 | 127                                                                                 | 240                                                                                 | 305                                                                                 | 202                                                                                 | 9                                                                                   |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 18                                                                                | 1079                                                                              | 227                                                                               | 209                                                                               | 1522                                                                              | 183                                                                               | 413                                                                                 | 132                                                                                 | 249                                                                                 | 286                                                                                 | 452                                                                                 | 20                                                                                  |
| Arrive On Green              | 0.00                                                                              | 0.12                                                                              | 0.12                                                                              | 0.12                                                                              | 0.48                                                                              | 0.48                                                                              | 0.09                                                                                | 0.23                                                                                | 0.23                                                                                | 0.12                                                                                | 0.25                                                                                | 0.25                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 2923                                                                              | 614                                                                               | 1781                                                                              | 3194                                                                              | 384                                                                               | 1781                                                                                | 579                                                                                 | 1094                                                                                | 1781                                                                                | 1777                                                                                | 79                                                                                  |
| Grp Volume(v), veh/h         | 8                                                                                 | 422                                                                               | 419                                                                               | 178                                                                               | 412                                                                               | 417                                                                               | 210                                                                                 | 0                                                                                   | 367                                                                                 | 305                                                                                 | 0                                                                                   | 211                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1760                                                                              | 1781                                                                              | 1777                                                                              | 1801                                                                              | 1781                                                                                | 0                                                                                   | 1673                                                                                | 1781                                                                                | 0                                                                                   | 1856                                                                                |
| Q Serve(g_s), s              | 0.5                                                                               | 24.9                                                                              | 24.9                                                                              | 10.8                                                                              | 17.4                                                                              | 17.4                                                                              | 10.0                                                                                | 0.0                                                                                 | 23.9                                                                                | 13.0                                                                                | 0.0                                                                                 | 10.5                                                                                |
| Cycle Q Clear(g_c), s        | 0.5                                                                               | 24.9                                                                              | 24.9                                                                              | 10.8                                                                              | 17.4                                                                              | 17.4                                                                              | 10.0                                                                                | 0.0                                                                                 | 23.9                                                                                | 13.0                                                                                | 0.0                                                                                 | 10.5                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.35                                                                              | 1.00                                                                              |                                                                                   | 0.21                                                                              | 1.00                                                                                |                                                                                     | 0.65                                                                                | 1.00                                                                                |                                                                                     | 0.04                                                                                |
| Lane Grp Cap(c), veh/h       | 18                                                                                | 656                                                                               | 650                                                                               | 209                                                                               | 847                                                                               | 858                                                                               | 413                                                                                 | 0                                                                                   | 380                                                                                 | 286                                                                                 | 0                                                                                   | 472                                                                                 |
| V/C Ratio(X)                 | 0.46                                                                              | 0.64                                                                              | 0.64                                                                              | 0.85                                                                              | 0.49                                                                              | 0.49                                                                              | 0.51                                                                                | 0.00                                                                                | 0.96                                                                                | 1.07                                                                                | 0.00                                                                                | 0.45                                                                                |
| Avail Cap(c_a), veh/h        | 162                                                                               | 656                                                                               | 650                                                                               | 275                                                                               | 847                                                                               | 858                                                                               | 413                                                                                 | 0                                                                                   | 380                                                                                 | 286                                                                                 | 0                                                                                   | 472                                                                                 |
| HCM Platoon Ratio            | 0.33                                                                              | 0.33                                                                              | 0.33                                                                              | 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                                                                              | 0.66                                                                                | 0.00                                                                                | 0.66                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 54.5                                                                              | 41.4                                                                              | 41.4                                                                              | 47.6                                                                              | 19.6                                                                              | 19.6                                                                              | 29.3                                                                                | 0.0                                                                                 | 42.1                                                                                | 31.1                                                                                | 0.0                                                                                 | 34.5                                                                                |
| Incr Delay (d2), s/veh       | 17.3                                                                              | 4.8                                                                               | 4.9                                                                               | 17.5                                                                              | 2.0                                                                               | 2.0                                                                               | 0.7                                                                                 | 0.0                                                                                 | 28.9                                                                                | 71.5                                                                                | 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(95%),veh/ln     | 0.6                                                                               | 18.6                                                                              | 18.5                                                                              | 9.7                                                                               | 12.0                                                                              | 12.1                                                                              | 7.1                                                                                 | 0.0                                                                                 | 17.6                                                                                | 17.4                                                                                | 0.0                                                                                 | 8.5                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 71.8                                                                              | 46.2                                                                              | 46.3                                                                              | 65.1                                                                              | 21.6                                                                              | 21.6                                                                              | 30.0                                                                                | 0.0                                                                                 | 71.0                                                                                | 102.6                                                                               | 0.0                                                                                 | 35.4                                                                                |
| LnGrp LOS                    | E                                                                                 | D                                                                                 | D                                                                                 | E                                                                                 | C                                                                                 | C                                                                                 | C                                                                                   |                                                                                     | E                                                                                   | F                                                                                   |                                                                                     | D                                                                                   |
| Approach Vol, veh/h          | 849                                                                               |                                                                                   |                                                                                   | 1007                                                                              |                                                                                   |                                                                                   | 577                                                                                 |                                                                                     |                                                                                     | 516                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 46.5                                                                              |                                                                                   |                                                                                   | 29.3                                                                              |                                                                                   |                                                                                   | 56.1                                                                                |                                                                                     |                                                                                     | 75.1                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | E                                                                                   |                                                                                     |                                                                                     | E                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 16.9                                                                              | 46.1                                                                              | 17.0                                                                              | 30.0                                                                              | 5.1                                                                               | 57.9                                                                              | 14.0                                                                                | 33.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.5                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.5                                                                               | 4.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 17.0                                                                              | 36.5                                                                              | 13.0                                                                              | 25.0                                                                              | 10.0                                                                              | 43.5                                                                              | 10.0                                                                                | 28.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 12.8                                                                              | 26.9                                                                              | 15.0                                                                              | 25.9                                                                              | 2.5                                                                               | 19.4                                                                              | 12.0                                                                                | 12.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.2                                                                               | 5.6                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 10.3                                                                              | 0.0                                                                                 | 1.4                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 47.5                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

6. FB PM Future without Project - PM 5:00 pm 04/17/2026  
GTC

Synchro 12 Report  
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HCM 7th TWSC  
10: Park Driveway (East) & Quarry St

04/17/2026

| Intersection             |                                                                                   |      |      |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.5                                                                               |      |      |                                                                                   |                                                                                   |      |
| Movement                 | EBT                                                                               | EBR  | WBL  | WBT                                                                               | NBL                                                                               | NBR  |
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 429                                                                               | 6    | 5    | 195                                                                               | 8                                                                                 | 14   |
| Future Vol, veh/h        | 429                                                                               | 6    | 5    | 195                                                                               | 8                                                                                 | 14   |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Free                                                                              | Free | Free | Free                                                                              | Stop                                                                              | Stop |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | -                                                                                 | -    | -    | -                                                                                 | 0                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92   | 92   | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2    | 2                                                                                 | 2                                                                                 | 2    |
| Mvmt Flow                | 466                                                                               | 7    | 5    | 212                                                                               | 9                                                                                 | 15   |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 473    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | 4.12   |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | 2.218  |
| Pot Cap-1 Maneuver   | -      | -      | 1089   |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 1089   |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach          | EB | WB   | NB    |
|-------------------|----|------|-------|
| HCM Ctrl Dly, s/v | 0  | 0.21 | 12.42 |
| HCM LOS           |    |      | B     |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 509   | -   | -   | 45    | -   |
| HCM Lane V/C Ratio    | 0.047 | -   | -   | 0.005 | -   |
| HCM Ctrl Dly (s/v)    | 12.4  | -   | -   | 8.3   | 0   |
| HCM Lane LOS          | B     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | 0     | -   |

| Intersection             |                                                                                   |      |                                                                                   |      |      |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.3                                                                               |      |                                                                                   |      |      |                                                                                   |
| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL  | SBT                                                                               |
| Lane Configurations      |  |      |  |      |      |  |
| Traffic Vol, veh/h       | 7                                                                                 | 5    | 177                                                                               | 4    | 8    | 465                                                                               |
| Future Vol, veh/h        | 7                                                                                 | 5    | 177                                                                               | 4    | 8    | 465                                                                               |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop | Free                                                                              | Free | Free | Free                                                                              |
| RT Channelized           | -                                                                                 | None | -                                                                                 | None | -    | None                                                                              |
| Storage Length           | 0                                                                                 | -    | -                                                                                 | -    | -    | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | 0                                                                                 | -    | -    | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -    | 0                                                                                 | -    | -    | 0                                                                                 |
| Peak Hour Factor         | 92                                                                                | 92   | 92                                                                                | 92   | 92   | 92                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2                                                                                 | 2    | 2    | 2                                                                                 |
| Mvmt Flow                | 8                                                                                 | 5    | 192                                                                               | 4    | 9    | 505                                                                               |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 717    | 195    | 0      |
| Stage 1              | 195    | -      | -      |
| Stage 2              | 523    | -      | -      |
| Critical Hdwy        | 6.42   | 6.22   | -      |
| Critical Hdwy Stg 1  | 5.42   | -      | -      |
| Critical Hdwy Stg 2  | 5.42   | -      | -      |
| Follow-up Hdwy       | 3.518  | 3.318  | -      |
| Pot Cap-1 Maneuver   | 396    | 847    | -      |
| Stage 1              | 838    | -      | -      |
| Stage 2              | 595    | -      | -      |
| Platoon blocked, %   |        | -      | -      |
| Mov Cap-1 Maneuver   | 393    | 847    | -      |
| Mov Cap-2 Maneuver   | 393    | -      | -      |
| Stage 1              | 838    | -      | -      |
| Stage 2              | 590    | -      | -      |

| Approach          | WB    | NB | SB   |
|-------------------|-------|----|------|
| HCM Ctrl Dly, s/v | 12.31 | 0  | 0.13 |
| HCM LOS           | B     |    |      |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT   |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h)      | -   | -        | 506   | 30    |
| HCM Lane V/C Ratio    | -   | -        | 0.026 | 0.006 |
| HCM Ctrl Dly (s/v)    | -   | -        | 12.3  | 7.6   |
| HCM Lane LOS          | -   | -        | B     | A     |
| HCM 95th %tile Q(veh) | -   | -        | 0.1   | 0     |

| Intersection             |        |        |      |        |      |      |
|--------------------------|--------|--------|------|--------|------|------|
| Int Delay, s/veh         | 0.1    |        |      |        |      |      |
| Movement                 | EBL    | EBT    | WBT  | WBR    | SBL  | SBR  |
| Lane Configurations      |        | ↑↑     | ↑↑   |        |      | ↗    |
| Traffic Vol, veh/h       | 0      | 850    | 872  | 4      | 0    | 11   |
| Future Vol, veh/h        | 0      | 850    | 872  | 4      | 0    | 11   |
| Conflicting Peds, #/hr   | 0      | 0      | 0    | 0      | 0    | 0    |
| Sign Control             | Free   | Free   | Free | Free   | Stop | Stop |
| RT Channelized           | -      | None   | -    | None   | -    | None |
| Storage Length           | -      | -      | -    | -      | -    | 0    |
| Veh in Median Storage, # | -      | 0      | 0    | -      | 0    | -    |
| Grade, %                 | -      | 0      | 0    | -      | 0    | -    |
| Peak Hour Factor         | 92     | 92     | 92   | 92     | 92   | 92   |
| Heavy Vehicles, %        | 2      | 2      | 2    | 2      | 2    | 2    |
| Mvmt Flow                | 0      | 924    | 948  | 4      | 0    | 12   |
|                          |        |        |      |        |      |      |
| Major/Minor              | Major1 | Major2 |      | Minor2 |      |      |
| Conflicting Flow All     | -      | 0      | -    | 0      | -    | 476  |
| Stage 1                  | -      | -      | -    | -      | -    | -    |
| Stage 2                  | -      | -      | -    | -      | -    | -    |
| Critical Hdwy            | -      | -      | -    | -      | -    | 6.94 |
| Critical Hdwy Stg 1      | -      | -      | -    | -      | -    | -    |
| Critical Hdwy Stg 2      | -      | -      | -    | -      | -    | -    |
| Follow-up Hdwy           | -      | -      | -    | -      | -    | 3.32 |
| Pot Cap-1 Maneuver       | 0      | -      | -    | -      | 0    | 535  |
| Stage 1                  | 0      | -      | -    | -      | 0    | -    |
| Stage 2                  | 0      | -      | -    | -      | 0    | -    |
| Platoon blocked, %       |        | -      | -    | -      |      |      |
| Mov Cap-1 Maneuver       | -      | -      | -    | -      | -    | 535  |
| Mov Cap-2 Maneuver       | -      | -      | -    | -      | -    | -    |
| Stage 1                  | -      | -      | -    | -      | -    | -    |
| Stage 2                  | -      | -      | -    | -      | -    | -    |
|                          |        |        |      |        |      |      |
|                          |        |        |      |        |      |      |
| Approach                 | EB     | WB     |      | SB     |      |      |
| HCM Ctrl Dly, s/v        | 0      | 0      |      | 11.88  |      |      |
| HCM LOS                  | B      |        |      |        |      |      |
|                          |        |        |      |        |      |      |
|                          |        |        |      |        |      |      |
| Minor Lane/Major Mvmt    | EBT    | WBT    | WBR  | SBLn1  |      |      |
| Capacity (veh/h)         | -      | -      | -    | 535    |      |      |
| HCM Lane V/C Ratio       | -      | -      | -    | 0.022  |      |      |
| HCM Ctrl Dly (s/v)       | -      | -      | -    | 11.9   |      |      |
| HCM Lane LOS             | -      | -      | -    | B      |      |      |
| HCM 95th %tile Q(veh)    | -      | -      | -    | 0.1    |      |      |

# HCM 7th Signalized Intersection Summary

13: N Main St & Grand Blvd

04/17/2026

|                                           |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                  | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations                       |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)                    | 270                                                                               | 325                                                                               | 270                                                                               | 288                                                                               | 133                                                                               | 290                                                                               | 152                                                                                | 879                                                                                 | 261                                                                                 | 208                                                                                 | 950                                                                                 | 208                                                                                 |
| Future Volume (veh/h)                     | 270                                                                               | 325                                                                               | 270                                                                               | 288                                                                               | 133                                                                               | 290                                                                               | 152                                                                                | 879                                                                                 | 261                                                                                 | 208                                                                                 | 950                                                                                 | 208                                                                                 |
| Initial Q (Qb), veh                       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.                           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)                       | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj                          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                     | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                 |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln                    | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                               | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h                      | 293                                                                               | 353                                                                               | 293                                                                               | 313                                                                               | 145                                                                               | 315                                                                               | 165                                                                                | 955                                                                                 | 284                                                                                 | 226                                                                                 | 1033                                                                                | 226                                                                                 |
| 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, %                      | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                                | 354                                                                               | 806                                                                               | 461                                                                               | 230                                                                               | 680                                                                               | 528                                                                               | 221                                                                                | 1355                                                                                | 604                                                                                 | 253                                                                                 | 1925                                                                                | 421                                                                                 |
| Arrive On Green                           | 0.10                                                                              | 0.23                                                                              | 0.23                                                                              | 0.07                                                                              | 0.19                                                                              | 0.19                                                                              | 0.06                                                                               | 0.38                                                                                | 0.38                                                                                | 0.14                                                                                | 0.46                                                                                | 0.46                                                                                |
| Sat Flow, veh/h                           | 3456                                                                              | 3554                                                                              | 1585                                                                              | 3456                                                                              | 3554                                                                              | 1585                                                                              | 3456                                                                               | 3554                                                                                | 1585                                                                                | 1781                                                                                | 4193                                                                                | 916                                                                                 |
| Grp Volume(v), veh/h                      | 293                                                                               | 353                                                                               | 293                                                                               | 313                                                                               | 145                                                                               | 315                                                                               | 165                                                                                | 955                                                                                 | 284                                                                                 | 226                                                                                 | 838                                                                                 | 421                                                                                 |
| Grp Sat Flow(s),veh/h/ln                  | 1728                                                                              | 1777                                                                              | 1585                                                                              | 1728                                                                              | 1777                                                                              | 1585                                                                              | 1728                                                                               | 1777                                                                                | 1585                                                                                | 1781                                                                                | 1702                                                                                | 1705                                                                                |
| Q Serve(g_s), s                           | 10.0                                                                              | 10.2                                                                              | 19.3                                                                              | 8.0                                                                               | 4.1                                                                               | 19.8                                                                              | 5.6                                                                                | 27.3                                                                                | 16.2                                                                                | 15.0                                                                                | 21.2                                                                                | 21.3                                                                                |
| Cycle Q Clear(g_c), s                     | 10.0                                                                              | 10.2                                                                              | 19.3                                                                              | 8.0                                                                               | 4.1                                                                               | 19.8                                                                              | 5.6                                                                                | 27.3                                                                                | 16.2                                                                                | 15.0                                                                                | 21.2                                                                                | 21.3                                                                                |
| Prop In Lane                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.54                                                                                |
| Lane Grp Cap(c), veh/h                    | 354                                                                               | 806                                                                               | 461                                                                               | 230                                                                               | 680                                                                               | 528                                                                               | 221                                                                                | 1355                                                                                | 604                                                                                 | 253                                                                                 | 1563                                                                                | 783                                                                                 |
| V/C Ratio(X)                              | 0.83                                                                              | 0.44                                                                              | 0.64                                                                              | 1.36                                                                              | 0.21                                                                              | 0.60                                                                              | 0.75                                                                               | 0.71                                                                                | 0.47                                                                                | 0.89                                                                                | 0.54                                                                                | 0.54                                                                                |
| Avail Cap(c_a), veh/h                     | 518                                                                               | 1125                                                                              | 603                                                                               | 230                                                                               | 829                                                                               | 595                                                                               | 288                                                                                | 1355                                                                                | 604                                                                                 | 267                                                                                 | 1563                                                                                | 783                                                                                 |
| HCM Platoon Ratio                         | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)                        | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.66                                                                              | 0.66                                                                              | 0.66                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh                  | 52.8                                                                              | 39.8                                                                              | 37.0                                                                              | 56.0                                                                              | 40.9                                                                              | 33.3                                                                              | 55.2                                                                               | 31.4                                                                                | 28.0                                                                                | 50.6                                                                                | 23.3                                                                                | 23.3                                                                                |
| Incr Delay (d2), s/veh                    | 4.6                                                                               | 0.4                                                                               | 1.5                                                                               | 179.0                                                                             | 0.1                                                                               | 0.9                                                                               | 4.6                                                                                | 2.9                                                                                 | 2.4                                                                                 | 28.5                                                                                | 1.3                                                                                 | 2.6                                                                                 |
| Initial Q Delay(d3), s/veh                | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln                  | 8.1                                                                               | 8.0                                                                               | 12.2                                                                              | 14.6                                                                              | 3.3                                                                               | 11.4                                                                              | 4.7                                                                                | 17.6                                                                                | 10.6                                                                                | 13.5                                                                                | 13.5                                                                                | 13.9                                                                                |
| Unsig. Movement Delay, s/veh              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                     | 57.5                                                                              | 40.2                                                                              | 38.5                                                                              | 235.0                                                                             | 41.0                                                                              | 34.2                                                                              | 59.8                                                                               | 34.3                                                                                | 30.4                                                                                | 79.1                                                                                | 24.6                                                                                | 25.9                                                                                |
| LnGrp LOS                                 | E                                                                                 | D                                                                                 | D                                                                                 | F                                                                                 | D                                                                                 | C                                                                                 | E                                                                                  | C                                                                                   | C                                                                                   | E                                                                                   | C                                                                                   | C                                                                                   |
| Approach Vol, veh/h                       | 939                                                                               |                                                                                   | 773                                                                               |                                                                                   |                                                                                   |                                                                                   | 1404                                                                               |                                                                                     | 1485                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay, s/veh                     | 45.0                                                                              |                                                                                   | 116.8                                                                             |                                                                                   |                                                                                   |                                                                                   | 36.5                                                                               |                                                                                     | 33.3                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                              | D                                                                                 |                                                                                   | F                                                                                 |                                                                                   |                                                                                   |                                                                                   | D                                                                                  |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Timer - Assigned Phs                      | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                  | 22.0                                                                              | 51.7                                                                              | 13.0                                                                              | 33.2                                                                              | 12.7                                                                              | 61.1                                                                              | 17.3                                                                               | 28.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                   | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                                | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s               | 18.0                                                                              | 34.0                                                                              | 8.0                                                                               | 38.0                                                                              | 10.0                                                                              | 42.0                                                                              | 18.0                                                                               | 28.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s              | 17.0                                                                              | 29.3                                                                              | 10.0                                                                              | 21.3                                                                              | 7.6                                                                               | 23.3                                                                              | 12.0                                                                               | 21.8                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                   | 0.1                                                                               | 3.5                                                                               | 0.0                                                                               | 3.1                                                                               | 0.1                                                                               | 11.1                                                                              | 0.3                                                                                | 1.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh              | 50.7                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                               | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved changes to right turn type. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

6. FB PM Future without Project - PM 5:00 pm 04/17/2026  
GTC

Synchro 12 Report  
Page 13



# HCM 7th Signalized Intersection Summary

## 14: N Main St & SR 91 WB Ramps

04/17/2026



| Movement                                                             | EBL | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|----------------------------------------------------------------------|-----|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations                                                  |     |      |      | ↰    | ↰    | ↰    | ↰    | ↰    |      |      | ↰    | ↰    |
| Traffic Volume (veh/h)                                               | 0   | 0    | 0    | 395  | 6    | 468  | 315  | 829  | 0    | 0    | 934  | 555  |
| Future Volume (veh/h)                                                | 0   | 0    | 0    | 395  | 6    | 468  | 315  | 829  | 0    | 0    | 934  | 555  |
| Initial Q (Qb), veh                                                  |     |      |      | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.                                                      |     |      |      | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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                                               |     |      |      | 1870 | 1870 | 1870 | 1870 | 1870 | 0    | 0    | 1870 | 1870 |
| Adj Flow Rate, veh/h                                                 |     |      |      | 434  | 0    | 509  | 342  | 901  | 0    | 0    | 1015 | 603  |
| Peak Hour Factor                                                     |     |      |      | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %                                                 |     |      |      | 2    | 2    | 2    | 2    | 2    | 0    | 0    | 2    | 2    |
| Cap, veh/h                                                           |     |      |      | 670  | 0    | 596  | 407  | 3626 | 0    | 0    | 2640 | 867  |
| Arrive On Green                                                      |     |      |      | 0.19 | 0.00 | 0.19 | 0.24 | 1.00 | 0.00 | 0.00 | 0.55 | 0.55 |
| Sat Flow, veh/h                                                      |     |      |      | 3563 | 0    | 3170 | 3456 | 5274 | 0    | 0    | 5087 | 1585 |
| Grp Volume(v), veh/h                                                 |     |      |      | 434  | 0    | 509  | 342  | 901  | 0    | 0    | 1015 | 603  |
| Grp Sat Flow(s),veh/h/ln                                             |     |      |      | 1781 | 0    | 1585 | 1728 | 1702 | 0    | 0    | 1609 | 1585 |
| Q Serve(g_s), s                                                      |     |      |      | 12.4 | 0.0  | 17.1 | 10.4 | 0.0  | 0.0  | 0.0  | 13.3 | 30.6 |
| Cycle Q Clear(g_c), s                                                |     |      |      | 12.4 | 0.0  | 17.1 | 10.4 | 0.0  | 0.0  | 0.0  | 13.3 | 30.6 |
| Prop In Lane                                                         |     |      |      | 1.00 |      | 1.00 | 1.00 |      | 0.00 | 0.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h                                               |     |      |      | 670  | 0    | 596  | 407  | 3626 | 0    | 0    | 2640 | 867  |
| V/C Ratio(X)                                                         |     |      |      | 0.65 | 0.00 | 0.85 | 0.84 | 0.25 | 0.00 | 0.00 | 0.38 | 0.70 |
| Avail Cap(c_a), veh/h                                                |     |      |      | 881  | 0    | 784  | 848  | 3626 | 0    | 0    | 2640 | 867  |
| HCM Platoon Ratio                                                    |     |      |      | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)                                                   |     |      |      | 1.00 | 0.00 | 1.00 | 0.94 | 0.94 | 0.00 | 0.00 | 0.72 | 0.72 |
| Uniform Delay (d), s/veh                                             |     |      |      | 41.3 | 0.0  | 43.2 | 41.1 | 0.0  | 0.0  | 0.0  | 14.3 | 18.2 |
| Incr Delay (d2), s/veh                                               |     |      |      | 0.4  | 0.0  | 5.8  | 1.7  | 0.2  | 0.0  | 0.0  | 0.3  | 3.3  |
| Initial Q Delay(d3), s/veh                                           |     |      |      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln                                             |     |      |      | 9.3  | 0.0  | 11.5 | 7.2  | 0.1  | 0.0  | 0.0  | 7.8  | 16.2 |
| Unsig. Movement Delay, s/veh                                         |     |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh                                                |     |      |      | 41.7 | 0.0  | 49.0 | 42.8 | 0.2  | 0.0  | 0.0  | 14.6 | 21.5 |
| LnGrp LOS                                                            |     |      |      | D    |      | D    | D    | A    |      |      | B    | C    |
| Approach Vol, veh/h                                                  |     |      |      |      | 943  |      |      | 1243 |      |      | 1618 |      |
| Approach Delay, s/veh                                                |     |      |      |      | 45.6 |      |      | 11.9 |      |      | 17.2 |      |
| Approach LOS                                                         |     |      |      |      | D    |      |      | B    |      |      | B    |      |
| Timer - Assigned Phs                                                 |     | 2    |      |      | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s                                             |     | 83.5 |      |      | 18.0 | 65.6 |      | 26.5 |      |      |      |      |
| Change Period (Y+Rc), s                                              |     | 5.4  |      |      | 5.0  | 5.4  |      | 5.8  |      |      |      |      |
| Max Green Setting (Gmax), s                                          |     | 71.6 |      |      | 27.0 | 39.6 |      | 27.2 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s                                         |     | 2.0  |      |      | 12.4 | 32.6 |      | 19.1 |      |      |      |      |
| Green Ext Time (p_c), s                                              |     | 5.0  |      |      | 0.6  | 4.4  |      | 1.6  |      |      |      |      |
| Intersection Summary                                                 |     |      |      |      |      |      |      |      |      |      |      |      |
| HCM 7th Control Delay, s/veh                                         |     |      | 22.5 |      |      |      |      |      |      |      |      |      |
| HCM 7th LOS                                                          |     |      | C    |      |      |      |      |      |      |      |      |      |
| Notes                                                                |     |      |      |      |      |      |      |      |      |      |      |      |
| User approved volume balancing among the lanes for turning movement. |     |      |      |      |      |      |      |      |      |      |      |      |

HCM 7th Signalized Intersection Summary  
15: S Main St/N Main St & SR 91 EB Ramps

04/17/2026



| Movement                       | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL | WBT  | WBR | NBL  | NBT                                                                                                                                                                                                                                                   | NBR                                                                               | SBL                                                                                                                                                                 | SBT                                                                                                                                                                                                                                                   | SBR  |
|--------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----|------|-----|------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|
| Lane Configurations            |  |  |  |     |      |     |      |    |  |   |    |      |
| Traffic Volume (veh/h)         | 429                                                                               | 86                                                                                | 431                                                                               | 0   | 0    | 0   | 0    | 707                                                                                                                                                                                                                                                   | 568                                                                               | 480                                                                                                                                                                 | 840                                                                                                                                                                                                                                                   | 0    |
| Future Volume (veh/h)          | 429                                                                               | 86                                                                                | 431                                                                               | 0   | 0    | 0   | 0    | 707                                                                                                                                                                                                                                                   | 568                                                                               | 480                                                                                                                                                                 | 840                                                                                                                                                                                                                                                   | 0    |
| Initial Q (Qb), veh            | 0                                                                                 | 0                                                                                 | 0                                                                                 |     |      |     | 0    | 0                                                                                                                                                                                                                                                     | 0                                                                                 | 0                                                                                                                                                                   | 0                                                                                                                                                                                                                                                     | 0    |
| Lane Width Adj.                | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |     |      |     | 1.00 | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              | 1.00                                                                                                                                                                | 1.00                                                                                                                                                                                                                                                  | 1.00 |
| 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         | 1870                                                                              | 1870                                                                              | 1870                                                                              |     |      |     | 0    | 1870                                                                                                                                                                                                                                                  | 1870                                                                              | 1870                                                                                                                                                                | 1870                                                                                                                                                                                                                                                  | 0    |
| Adj Flow Rate, veh/h           | 532                                                                               | 0                                                                                 | 468                                                                               |     |      |     | 0    | 768                                                                                                                                                                                                                                                   | 617                                                                               | 522                                                                                                                                                                 | 913                                                                                                                                                                                                                                                   | 0    |
| Peak Hour Factor               | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |     |      |     | 0.92 | 0.92                                                                                                                                                                                                                                                  | 0.92                                                                              | 0.92                                                                                                                                                                | 0.92                                                                                                                                                                                                                                                  | 0.92 |
| Percent Heavy Veh, %           | 2                                                                                 | 2                                                                                 | 2                                                                                 |     |      |     | 0    | 2                                                                                                                                                                                                                                                     | 2                                                                                 | 2                                                                                                                                                                   | 2                                                                                                                                                                                                                                                     | 0    |
| Cap, veh/h                     | 557                                                                               | 0                                                                                 | 496                                                                               |     |      |     | 0    | 3946                                                                                                                                                                                                                                                  | 826                                                                               | 606                                                                                                                                                                 | 3788                                                                                                                                                                                                                                                  | 0    |
| Arrive On Green                | 0.16                                                                              | 0.00                                                                              | 0.16                                                                              |     |      |     | 0.00 | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              | 0.06                                                                                                                                                                | 0.24                                                                                                                                                                                                                                                  | 0.00 |
| Sat Flow, veh/h                | 3563                                                                              | 0                                                                                 | 3170                                                                              |     |      |     | 0    | 7930                                                                                                                                                                                                                                                  | 1585                                                                              | 3456                                                                                                                                                                | 5274                                                                                                                                                                                                                                                  | 0    |
| Grp Volume(v), veh/h           | 532                                                                               | 0                                                                                 | 468                                                                               |     |      |     | 0    | 768                                                                                                                                                                                                                                                   | 617                                                                               | 522                                                                                                                                                                 | 913                                                                                                                                                                                                                                                   | 0    |
| Grp Sat Flow(s),veh/h/ln       | 1781                                                                              | 0                                                                                 | 1585                                                                              |     |      |     | 0    | 1515                                                                                                                                                                                                                                                  | 1585                                                                              | 1728                                                                                                                                                                | 1702                                                                                                                                                                                                                                                  | 0    |
| Q Serve(g_s), s                | 16.3                                                                              | 0.0                                                                               | 16.1                                                                              |     |      |     | 0.0  | 0.0                                                                                                                                                                                                                                                   | 0.0                                                                               | 16.5                                                                                                                                                                | 15.8                                                                                                                                                                                                                                                  | 0.0  |
| Cycle Q Clear(g_c), s          | 16.3                                                                              | 0.0                                                                               | 16.1                                                                              |     |      |     | 0.0  | 0.0                                                                                                                                                                                                                                                   | 0.0                                                                               | 16.5                                                                                                                                                                | 15.8                                                                                                                                                                                                                                                  | 0.0  |
| Prop In Lane                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |     |      |     | 0.00 |                                                                                                                                                                                                                                                       | 1.00                                                                              | 1.00                                                                                                                                                                |                                                                                                                                                                                                                                                       | 0.00 |
| Lane Grp Cap(c), veh/h         | 557                                                                               | 0                                                                                 | 496                                                                               |     |      |     | 0    | 3946                                                                                                                                                                                                                                                  | 826                                                                               | 606                                                                                                                                                                 | 3788                                                                                                                                                                                                                                                  | 0    |
| V/C Ratio(X)                   | 0.96                                                                              | 0.00                                                                              | 0.94                                                                              |     |      |     | 0.00 | 0.19                                                                                                                                                                                                                                                  | 0.75                                                                              | 0.86                                                                                                                                                                | 0.24                                                                                                                                                                                                                                                  | 0.00 |
| Avail Cap(c_a), veh/h          | 557                                                                               | 0                                                                                 | 496                                                                               |     |      |     | 0    | 3946                                                                                                                                                                                                                                                  | 826                                                                               | 880                                                                                                                                                                 | 3788                                                                                                                                                                                                                                                  | 0    |
| HCM Platoon Ratio              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |     |      |     | 1.00 | 2.00                                                                                                                                                                                                                                                  | 2.00                                                                              | 0.33                                                                                                                                                                | 0.33                                                                                                                                                                                                                                                  | 1.00 |
| Upstream Filter(I)             | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              |     |      |     | 0.00 | 0.81                                                                                                                                                                                                                                                  | 0.81                                                                              | 0.84                                                                                                                                                                | 0.84                                                                                                                                                                                                                                                  | 0.00 |
| Uniform Delay (d), s/veh       | 46.0                                                                              | 0.0                                                                               | 45.9                                                                              |     |      |     | 0.0  | 0.0                                                                                                                                                                                                                                                   | 0.0                                                                               | 50.5                                                                                                                                                                | 16.7                                                                                                                                                                                                                                                  | 0.0  |
| Incr Delay (d2), s/veh         | 27.0                                                                              | 0.0                                                                               | 26.7                                                                              |     |      |     | 0.0  | 0.1                                                                                                                                                                                                                                                   | 5.0                                                                               | 3.7                                                                                                                                                                 | 0.1                                                                                                                                                                                                                                                   | 0.0  |
| Initial Q Delay(d3), s/veh     | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |     |      |     | 0.0  | 0.0                                                                                                                                                                                                                                                   | 0.0                                                                               | 0.0                                                                                                                                                                 | 0.0                                                                                                                                                                                                                                                   | 0.0  |
| %ile BackOfQ(95%),veh/ln       | 14.2                                                                              | 0.0                                                                               | 12.8                                                                              |     |      |     | 0.0  | 0.0                                                                                                                                                                                                                                                   | 2.1                                                                               | 12.2                                                                                                                                                                | 11.3                                                                                                                                                                                                                                                  | 0.0  |
| Unsig. Movement Delay, s/veh   |                                                                                   |                                                                                   |                                                                                   |     |      |     |      |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |      |
| LnGrp Delay(d), s/veh          | 73.0                                                                              | 0.0                                                                               | 72.6                                                                              |     |      |     | 0.0  | 0.1                                                                                                                                                                                                                                                   | 5.0                                                                               | 54.2                                                                                                                                                                | 16.8                                                                                                                                                                                                                                                  | 0.0  |
| LnGrp LOS                      | E                                                                                 |                                                                                   | E                                                                                 |     |      |     |      | A                                                                                                                                                                                                                                                     | A                                                                                 | D                                                                                                                                                                   | B                                                                                                                                                                                                                                                     |      |
| Approach Vol, veh/h            | 1000                                                                              |                                                                                   |                                                                                   |     |      |     | 1385 |                                                                                                                                                                                                                                                       |                                                                                   | 1435                                                                                                                                                                |                                                                                                                                                                                                                                                       |      |
| Approach Delay, s/veh          | 72.8                                                                              |                                                                                   |                                                                                   |     |      |     | 2.3  |                                                                                                                                                                                                                                                       |                                                                                   | 30.4                                                                                                                                                                |                                                                                                                                                                                                                                                       |      |
| Approach LOS                   | E                                                                                 |                                                                                   |                                                                                   |     |      |     | A    |                                                                                                                                                                                                                                                       |                                                                                   | C                                                                                                                                                                   |                                                                                                                                                                                                                                                       |      |
| Timer - Assigned Phs           | 1                                                                                 | 2                                                                                 | 4                                                                                 |     | 6    |     |      |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |      |
| Phs Duration (G+Y+Rc), s       | 24.3                                                                              | 62.7                                                                              | 23.0                                                                              |     | 87.0 |     |      |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |      |
| Change Period (Y+Rc), s        | 5.0                                                                               | 5.4                                                                               | 5.8                                                                               |     | 5.4  |     |      |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |      |
| Max Green Setting (Gmax), s    | 28.6                                                                              | 48.6                                                                              | 17.2                                                                              |     | 81.6 |     |      |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |      |
| Max Q Clear Time (g_c+11.5), s | 11.5                                                                              | 2.0                                                                               | 18.3                                                                              |     | 17.8 |     |      |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |      |
| Green Ext Time (p_c), s        | 0.8                                                                               | 5.6                                                                               | 0.0                                                                               |     | 5.1  |     |      |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |      |

Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 31.3 |
| HCM 7th LOS                  | C    |

Notes

User approved volume balancing among the lanes for turning movement.

# HCM 7th Signalized Intersection Summary

16: S Main St & 3rd Street

04/17/2026

|                                                                    |                                                                                   |                                                                                   |      |                                                                                                                                                                     |                                                                                   |      |                                                                                                                                                                                                                                                                                                                                         |      |      |                                                                                                                                                                                                                                                                                                                                                 |      |                                                                                     |
|--------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|-------------------------------------------------------------------------------------|
| Movement                                                           | EBL                                                                                                                                                                 | EBT                                                                               | EBR  | WBL                                                                                                                                                                 | WBT                                                                               | WBR  | NBL                                                                                                                                                                                                                                                                                                                                     | NBT  | NBR  | SBL                                                                                                                                                                                                                                                                                                                                             | SBT  | SBR                                                                                 |
| Lane Configurations                                                |   |  |      |   |  |      |     |      |      |     |      |  |
| Traffic Volume (veh/h)                                             | 205                                                                                                                                                                 | 93                                                                                | 29   | 51                                                                                                                                                                  | 55                                                                                | 192  | 20                                                                                                                                                                                                                                                                                                                                      | 881  | 51   | 209                                                                                                                                                                                                                                                                                                                                             | 915  | 146                                                                                 |
| Future Volume (veh/h)                                              | 205                                                                                                                                                                 | 93                                                                                | 29   | 51                                                                                                                                                                  | 55                                                                                | 192  | 20                                                                                                                                                                                                                                                                                                                                      | 881  | 51   | 209                                                                                                                                                                                                                                                                                                                                             | 915  | 146                                                                                 |
| Initial Q (Qb), veh                                                | 0                                                                                                                                                                   | 0                                                                                 | 0    | 0                                                                                                                                                                   | 0                                                                                 | 0    | 0                                                                                                                                                                                                                                                                                                                                       | 0    | 0    | 0                                                                                                                                                                                                                                                                                                                                               | 0    | 0                                                                                   |
| Lane Width Adj.                                                    | 1.00                                                                                                                                                                | 1.00                                                                              | 1.00 | 1.00                                                                                                                                                                | 1.00                                                                              | 1.00 | 1.00                                                                                                                                                                                                                                                                                                                                    | 1.00 | 1.00 | 1.00                                                                                                                                                                                                                                                                                                                                            | 1.00 | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)                                                | 1.00                                                                                                                                                                |                                                                                   | 1.00 | 1.00                                                                                                                                                                |                                                                                   | 1.00 | 1.00                                                                                                                                                                                                                                                                                                                                    |      | 1.00 | 1.00                                                                                                                                                                                                                                                                                                                                            |      | 1.00                                                                                |
| Parking Bus, Adj                                                   | 1.00                                                                                                                                                                | 1.00                                                                              | 1.00 | 1.00                                                                                                                                                                | 1.00                                                                              | 1.00 | 1.00                                                                                                                                                                                                                                                                                                                                    | 1.00 | 1.00 | 1.00                                                                                                                                                                                                                                                                                                                                            | 1.00 | 1.00                                                                                |
| Work Zone On Approach                                              | No                                                                                                                                                                  |                                                                                   |      | No                                                                                                                                                                  |                                                                                   |      | No                                                                                                                                                                                                                                                                                                                                      |      |      | No                                                                                                                                                                                                                                                                                                                                              |      |                                                                                     |
| Adj Sat Flow, veh/h/ln                                             | 1870                                                                                                                                                                | 1870                                                                              | 1870 | 1870                                                                                                                                                                | 1870                                                                              | 1870 | 1870                                                                                                                                                                                                                                                                                                                                    | 1870 | 1870 | 1870                                                                                                                                                                                                                                                                                                                                            | 1870 | 1870                                                                                |
| Adj Flow Rate, veh/h                                               | 223                                                                                                                                                                 | 101                                                                               | 32   | 55                                                                                                                                                                  | 60                                                                                | 209  | 22                                                                                                                                                                                                                                                                                                                                      | 958  | 55   | 227                                                                                                                                                                                                                                                                                                                                             | 995  | 159                                                                                 |
| 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, %                                               | 2                                                                                                                                                                   | 2                                                                                 | 2    | 2                                                                                                                                                                   | 2                                                                                 | 2    | 2                                                                                                                                                                                                                                                                                                                                       | 2    | 2    | 2                                                                                                                                                                                                                                                                                                                                               | 2    | 2                                                                                   |
| Cap, veh/h                                                         | 289                                                                                                                                                                 | 320                                                                               | 101  | 71                                                                                                                                                                  | 70                                                                                | 244  | 40                                                                                                                                                                                                                                                                                                                                      | 2213 | 127  | 178                                                                                                                                                                                                                                                                                                                                             | 2684 | 966                                                                                 |
| Arrive On Green                                                    | 0.08                                                                                                                                                                | 0.24                                                                              | 0.24 | 0.04                                                                                                                                                                | 0.19                                                                              | 0.19 | 0.02                                                                                                                                                                                                                                                                                                                                    | 0.45 | 0.45 | 0.20                                                                                                                                                                                                                                                                                                                                            | 1.00 | 1.00                                                                                |
| Sat Flow, veh/h                                                    | 3456                                                                                                                                                                | 1361                                                                              | 431  | 1781                                                                                                                                                                | 366                                                                               | 1275 | 1781                                                                                                                                                                                                                                                                                                                                    | 4940 | 283  | 1781                                                                                                                                                                                                                                                                                                                                            | 5106 | 1585                                                                                |
| Grp Volume(v), veh/h                                               | 223                                                                                                                                                                 | 0                                                                                 | 133  | 55                                                                                                                                                                  | 0                                                                                 | 269  | 22                                                                                                                                                                                                                                                                                                                                      | 660  | 353  | 227                                                                                                                                                                                                                                                                                                                                             | 995  | 159                                                                                 |
| Grp Sat Flow(s),veh/h/ln                                           | 1728                                                                                                                                                                | 0                                                                                 | 1793 | 1781                                                                                                                                                                | 0                                                                                 | 1641 | 1781                                                                                                                                                                                                                                                                                                                                    | 1702 | 1819 | 1781                                                                                                                                                                                                                                                                                                                                            | 1702 | 1585                                                                                |
| Q Serve(g_s), s                                                    | 7.0                                                                                                                                                                 | 0.0                                                                               | 6.7  | 3.4                                                                                                                                                                 | 0.0                                                                               | 17.4 | 1.3                                                                                                                                                                                                                                                                                                                                     | 14.6 | 14.6 | 11.0                                                                                                                                                                                                                                                                                                                                            | 0.0  | 0.0                                                                                 |
| Cycle Q Clear(g_c), s                                              | 7.0                                                                                                                                                                 | 0.0                                                                               | 6.7  | 3.4                                                                                                                                                                 | 0.0                                                                               | 17.4 | 1.3                                                                                                                                                                                                                                                                                                                                     | 14.6 | 14.6 | 11.0                                                                                                                                                                                                                                                                                                                                            | 0.0  | 0.0                                                                                 |
| Prop In Lane                                                       | 1.00                                                                                                                                                                |                                                                                   | 0.24 | 1.00                                                                                                                                                                |                                                                                   | 0.78 | 1.00                                                                                                                                                                                                                                                                                                                                    |      | 0.16 | 1.00                                                                                                                                                                                                                                                                                                                                            |      | 1.00                                                                                |
| Lane Grp Cap(c), veh/h                                             | 289                                                                                                                                                                 | 0                                                                                 | 421  | 71                                                                                                                                                                  | 0                                                                                 | 314  | 40                                                                                                                                                                                                                                                                                                                                      | 1525 | 815  | 178                                                                                                                                                                                                                                                                                                                                             | 2684 | 966                                                                                 |
| V/C Ratio(X)                                                       | 0.77                                                                                                                                                                | 0.00                                                                              | 0.32 | 0.78                                                                                                                                                                | 0.00                                                                              | 0.86 | 0.56                                                                                                                                                                                                                                                                                                                                    | 0.43 | 0.43 | 1.27                                                                                                                                                                                                                                                                                                                                            | 0.37 | 0.16                                                                                |
| Avail Cap(c_a), veh/h                                              | 393                                                                                                                                                                 | 0                                                                                 | 668  | 170                                                                                                                                                                 | 0                                                                                 | 582  | 162                                                                                                                                                                                                                                                                                                                                     | 1525 | 815  | 178                                                                                                                                                                                                                                                                                                                                             | 2684 | 966                                                                                 |
| 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                                                                                                                                                                | 0.00                                                                              | 1.00 | 0.95                                                                                                                                                                | 0.00                                                                              | 0.95 | 0.65                                                                                                                                                                                                                                                                                                                                    | 0.65 | 0.65 | 0.95                                                                                                                                                                                                                                                                                                                                            | 0.95 | 0.95                                                                                |
| Uniform Delay (d), s/veh                                           | 49.4                                                                                                                                                                | 0.0                                                                               | 34.8 | 52.3                                                                                                                                                                | 0.0                                                                               | 43.0 | 53.2                                                                                                                                                                                                                                                                                                                                    | 20.8 | 20.8 | 44.0                                                                                                                                                                                                                                                                                                                                            | 0.0  | 0.0                                                                                 |
| Incr Delay (d2), s/veh                                             | 6.4                                                                                                                                                                 | 0.0                                                                               | 0.4  | 6.3                                                                                                                                                                 | 0.0                                                                               | 6.4  | 2.9                                                                                                                                                                                                                                                                                                                                     | 0.6  | 1.1  | 158.2                                                                                                                                                                                                                                                                                                                                           | 0.4  | 0.3                                                                                 |
| Initial Q Delay(d3), s/veh                                         | 0.0                                                                                                                                                                 | 0.0                                                                               | 0.0  | 0.0                                                                                                                                                                 | 0.0                                                                               | 0.0  | 0.0                                                                                                                                                                                                                                                                                                                                     | 0.0  | 0.0  | 0.0                                                                                                                                                                                                                                                                                                                                             | 0.0  | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln                                           | 5.9                                                                                                                                                                 | 0.0                                                                               | 5.4  | 2.9                                                                                                                                                                 | 0.0                                                                               | 12.0 | 1.1                                                                                                                                                                                                                                                                                                                                     | 9.0  | 9.7  | 19.3                                                                                                                                                                                                                                                                                                                                            | 0.2  | 0.2                                                                                 |
| Unsig. Movement Delay, s/veh                                       |                                                                                                                                                                     |                                                                                   |      |                                                                                                                                                                     |                                                                                   |      |                                                                                                                                                                                                                                                                                                                                         |      |      |                                                                                                                                                                                                                                                                                                                                                 |      |                                                                                     |
| LnGrp Delay(d), s/veh                                              | 55.8                                                                                                                                                                | 0.0                                                                               | 35.2 | 58.6                                                                                                                                                                | 0.0                                                                               | 49.4 | 56.2                                                                                                                                                                                                                                                                                                                                    | 21.4 | 21.9 | 202.2                                                                                                                                                                                                                                                                                                                                           | 0.4  | 0.3                                                                                 |
| LnGrp LOS                                                          | E                                                                                                                                                                   |                                                                                   | D    | E                                                                                                                                                                   |                                                                                   | D    | E                                                                                                                                                                                                                                                                                                                                       | C    | C    | F                                                                                                                                                                                                                                                                                                                                               | A    | A                                                                                   |
| Approach Vol, veh/h                                                | 356                                                                                                                                                                 |                                                                                   |      | 324                                                                                                                                                                 |                                                                                   |      | 1035                                                                                                                                                                                                                                                                                                                                    |      |      | 1381                                                                                                                                                                                                                                                                                                                                            |      |                                                                                     |
| Approach Delay, s/veh                                              | 48.1                                                                                                                                                                |                                                                                   |      | 51.0                                                                                                                                                                |                                                                                   |      | 22.3                                                                                                                                                                                                                                                                                                                                    |      |      | 33.6                                                                                                                                                                                                                                                                                                                                            |      |                                                                                     |
| Approach LOS                                                       | D                                                                                                                                                                   |                                                                                   |      | D                                                                                                                                                                   |                                                                                   |      | C                                                                                                                                                                                                                                                                                                                                       |      |      | C                                                                                                                                                                                                                                                                                                                                               |      |                                                                                     |
| Timer - Assigned Phs                                               | 1                                                                                                                                                                   | 2                                                                                 | 3    | 4                                                                                                                                                                   | 5                                                                                 | 6    | 7                                                                                                                                                                                                                                                                                                                                       | 8    |      |                                                                                                                                                                                                                                                                                                                                                 |      |                                                                                     |
| Phs Duration (G+Y+Rc), s                                           | 60.0                                                                                                                                                                | 54.3                                                                              | 8.9  | 30.9                                                                                                                                                                | 7.4                                                                               | 62.8 | 13.7                                                                                                                                                                                                                                                                                                                                    | 26.0 |      |                                                                                                                                                                                                                                                                                                                                                 |      |                                                                                     |
| Change Period (Y+Rc), s                                            | 5.0                                                                                                                                                                 | 5.0                                                                               | 4.5  | 5.0                                                                                                                                                                 | 5.0                                                                               | 5.0  | 4.5                                                                                                                                                                                                                                                                                                                                     | 5.0  |      |                                                                                                                                                                                                                                                                                                                                                 |      |                                                                                     |
| Max Green Setting (Gmax), s                                        | 11.0                                                                                                                                                                | 28.0                                                                              | 10.5 | 41.0                                                                                                                                                                | 10.0                                                                              | 29.0 | 12.5                                                                                                                                                                                                                                                                                                                                    | 39.0 |      |                                                                                                                                                                                                                                                                                                                                                 |      |                                                                                     |
| Max Q Clear Time (g_c+11.0), s                                     | 16.6                                                                                                                                                                | 16.6                                                                              | 5.4  | 8.7                                                                                                                                                                 | 3.3                                                                               | 2.0  | 9.0                                                                                                                                                                                                                                                                                                                                     | 19.4 |      |                                                                                                                                                                                                                                                                                                                                                 |      |                                                                                     |
| Green Ext Time (p_c), s                                            | 0.0                                                                                                                                                                 | 6.4                                                                               | 0.0  | 0.8                                                                                                                                                                 | 0.0                                                                               | 12.0 | 0.2                                                                                                                                                                                                                                                                                                                                     | 1.6  |      |                                                                                                                                                                                                                                                                                                                                                 |      |                                                                                     |
| Intersection Summary                                               |                                                                                                                                                                     |                                                                                   |      |                                                                                                                                                                     |                                                                                   |      |                                                                                                                                                                                                                                                                                                                                         |      |      |                                                                                                                                                                                                                                                                                                                                                 |      |                                                                                     |
| HCM 7th Control Delay, s/veh                                       | 33.3                                                                                                                                                                |                                                                                   |      |                                                                                                                                                                     |                                                                                   |      |                                                                                                                                                                                                                                                                                                                                         |      |      |                                                                                                                                                                                                                                                                                                                                                 |      |                                                                                     |
| HCM 7th LOS                                                        | C                                                                                                                                                                   |                                                                                   |      |                                                                                                                                                                     |                                                                                   |      |                                                                                                                                                                                                                                                                                                                                         |      |      |                                                                                                                                                                                                                                                                                                                                                 |      |                                                                                     |
| Notes                                                              |                                                                                                                                                                     |                                                                                   |      |                                                                                                                                                                     |                                                                                   |      |                                                                                                                                                                                                                                                                                                                                         |      |      |                                                                                                                                                                                                                                                                                                                                                 |      |                                                                                     |
| User approved pedestrian interval to be less than phase max green. |                                                                                                                                                                     |                                                                                   |      |                                                                                                                                                                     |                                                                                   |      |                                                                                                                                                                                                                                                                                                                                         |      |      |                                                                                                                                                                                                                                                                                                                                                 |      |                                                                                     |

# HCM 7th Signalized Intersection Summary

17: S Main St & 6th St

04/17/2026

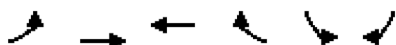


| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 173                                                                               | 507                                                                               | 130                                                                               | 45                                                                                | 418                                                                               | 90                                                                                | 160                                                                               | 617                                                                               | 69                                                                                | 160                                                                                 | 699                                                                                 | 87                                                                                  |
| Future Volume (veh/h)        | 173                                                                               | 507                                                                               | 130                                                                               | 45                                                                                | 418                                                                               | 90                                                                                | 160                                                                               | 617                                                                               | 69                                                                                | 160                                                                                 | 699                                                                                 | 87                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 188                                                                               | 551                                                                               | 141                                                                               | 49                                                                                | 454                                                                               | 98                                                                                | 174                                                                               | 671                                                                               | 75                                                                                | 174                                                                                 | 760                                                                                 | 95                                                                                  |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 178                                                                               | 629                                                                               | 533                                                                               | 66                                                                                | 511                                                                               | 433                                                                               | 160                                                                               | 1125                                                                              | 502                                                                               | 160                                                                                 | 1125                                                                                | 502                                                                                 |
| Arrive On Green              | 0.10                                                                              | 0.34                                                                              | 0.34                                                                              | 0.04                                                                              | 0.27                                                                              | 0.27                                                                              | 0.09                                                                              | 0.32                                                                              | 0.32                                                                              | 0.09                                                                                | 0.32                                                                                | 0.32                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                                | 3554                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h         | 188                                                                               | 551                                                                               | 141                                                                               | 49                                                                                | 454                                                                               | 98                                                                                | 174                                                                               | 671                                                                               | 75                                                                                | 174                                                                                 | 760                                                                                 | 95                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                                | 1777                                                                                | 1585                                                                                |
| Q Serve(g_s), s              | 10.0                                                                              | 27.7                                                                              | 6.5                                                                               | 2.7                                                                               | 23.3                                                                              | 4.8                                                                               | 9.0                                                                               | 15.9                                                                              | 3.4                                                                               | 9.0                                                                                 | 18.6                                                                                | 4.4                                                                                 |
| Cycle Q Clear(g_c), s        | 10.0                                                                              | 27.7                                                                              | 6.5                                                                               | 2.7                                                                               | 23.3                                                                              | 4.8                                                                               | 9.0                                                                               | 15.9                                                                              | 3.4                                                                               | 9.0                                                                                 | 18.6                                                                                | 4.4                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 178                                                                               | 629                                                                               | 533                                                                               | 66                                                                                | 511                                                                               | 433                                                                               | 160                                                                               | 1125                                                                              | 502                                                                               | 160                                                                                 | 1125                                                                                | 502                                                                                 |
| V/C Ratio(X)                 | 1.06                                                                              | 0.88                                                                              | 0.26                                                                              | 0.74                                                                              | 0.89                                                                              | 0.23                                                                              | 1.09                                                                              | 0.60                                                                              | 0.15                                                                              | 1.09                                                                                | 0.68                                                                                | 0.19                                                                                |
| Avail Cap(c_a), veh/h        | 178                                                                               | 673                                                                               | 571                                                                               | 89                                                                                | 580                                                                               | 491                                                                               | 160                                                                               | 1125                                                                              | 502                                                                               | 160                                                                                 | 1125                                                                                | 502                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.80                                                                              | 0.80                                                                              | 0.80                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Uniform Delay (d), s/veh     | 45.0                                                                              | 31.2                                                                              | 24.2                                                                              | 47.7                                                                              | 34.9                                                                              | 28.1                                                                              | 45.5                                                                              | 28.8                                                                              | 24.5                                                                              | 45.5                                                                                | 29.7                                                                                | 24.8                                                                                |
| Incr Delay (d2), s/veh       | 82.9                                                                              | 12.4                                                                              | 0.4                                                                               | 9.8                                                                               | 12.5                                                                              | 0.3                                                                               | 95.7                                                                              | 2.3                                                                               | 0.6                                                                               | 93.9                                                                                | 3.1                                                                                 | 0.8                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 18.5                                                                              | 20.5                                                                              | 4.4                                                                               | 2.5                                                                               | 17.3                                                                              | 3.3                                                                               | 13.3                                                                              | 11.4                                                                              | 2.4                                                                               | 13.1                                                                                | 12.9                                                                                | 3.1                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 127.9                                                                             | 43.6                                                                              | 24.6                                                                              | 57.5                                                                              | 47.3                                                                              | 28.4                                                                              | 141.2                                                                             | 31.1                                                                              | 25.1                                                                              | 139.4                                                                               | 32.8                                                                                | 25.6                                                                                |
| LnGrp LOS                    | F                                                                                 | D                                                                                 | C                                                                                 | E                                                                                 | D                                                                                 | C                                                                                 | F                                                                                 | C                                                                                 | C                                                                                 | F                                                                                   | C                                                                                   | C                                                                                   |
| Approach Vol, veh/h          | 880                                                                               |                                                                                   |                                                                                   | 601                                                                               |                                                                                   |                                                                                   | 920                                                                               |                                                                                   |                                                                                   | 1029                                                                                |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 58.6                                                                              |                                                                                   |                                                                                   | 45.1                                                                              |                                                                                   |                                                                                   | 51.5                                                                              |                                                                                   |                                                                                   | 50.2                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | E                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                 | 8                                                                                 |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 4.0                                                                               | 37.7                                                                              | 8.7                                                                               | 39.6                                                                              | 14.0                                                                              | 37.7                                                                              | 15.0                                                                              | 33.3                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 28.0                                                                              | 28.0                                                                              | 5.0                                                                               | 36.0                                                                              | 9.0                                                                               | 28.0                                                                              | 10.0                                                                              | 31.0                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 17.9                                                                              | 17.9                                                                              | 4.7                                                                               | 29.7                                                                              | 11.0                                                                              | 20.6                                                                              | 12.0                                                                              | 25.3                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 4.4                                                                               | 0.0                                                                               | 2.8                                                                               | 0.0                                                                               | 4.0                                                                               | 0.0                                                                               | 2.1                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 51.8                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |

# HCM 7th Signalized Intersection Summary

18: Grand Blvd & Joy St

04/17/2026



| Movement                                                                                           | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
|----------------------------------------------------------------------------------------------------|------|------|------|------|------|------|
| Lane Configurations                                                                                |      |      |      |      |      |      |
| Traffic Volume (veh/h)                                                                             | 133  | 657  | 573  | 343  | 391  | 90   |
| Future Volume (veh/h)                                                                              | 133  | 657  | 573  | 343  | 391  | 90   |
| Initial Q (Qb), veh                                                                                | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.                                                                                    | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)                                                                                | 1.00 |      |      | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj                                                                                   | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach                                                                              |      | No   | No   |      | No   |      |
| Adj Sat Flow, veh/h/ln                                                                             | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h                                                                               | 145  | 714  | 623  | 373  | 425  | 98   |
| Peak Hour Factor                                                                                   | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %                                                                               | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                                                                                         | 182  | 2026 | 843  | 505  | 472  | 420  |
| Arrive On Green                                                                                    | 0.10 | 0.57 | 0.39 | 0.39 | 0.26 | 0.26 |
| Sat Flow, veh/h                                                                                    | 1781 | 3647 | 2231 | 1280 | 1781 | 1585 |
| Grp Volume(v), veh/h                                                                               | 145  | 714  | 518  | 478  | 425  | 98   |
| Grp Sat Flow(s), veh/h/ln                                                                          | 1781 | 1777 | 1777 | 1640 | 1781 | 1585 |
| Q Serve(g_s), s                                                                                    | 6.5  | 8.8  | 20.4 | 20.4 | 18.8 | 4.0  |
| Cycle Q Clear(g_c), s                                                                              | 6.5  | 8.8  | 20.4 | 20.4 | 18.8 | 4.0  |
| Prop In Lane                                                                                       | 1.00 |      |      | 0.78 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h                                                                             | 182  | 2026 | 701  | 647  | 472  | 420  |
| V/C Ratio(X)                                                                                       | 0.80 | 0.35 | 0.74 | 0.74 | 0.90 | 0.23 |
| Avail Cap(c_a), veh/h                                                                              | 327  | 2026 | 977  | 902  | 555  | 494  |
| HCM Platoon Ratio                                                                                  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)                                                                                 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh                                                                           | 35.9 | 9.5  | 21.2 | 21.2 | 29.0 | 23.6 |
| Incr Delay (d2), s/veh                                                                             | 7.7  | 0.1  | 2.5  | 2.7  | 16.1 | 0.3  |
| Initial Q Delay(d3), s/veh                                                                         | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln                                                                           | 5.7  | 5.6  | 13.2 | 12.4 | 15.0 | 0.1  |
| Unsig. Movement Delay, s/veh                                                                       |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh                                                                              | 43.6 | 9.6  | 23.6 | 23.9 | 45.1 | 23.8 |
| LnGrp LOS                                                                                          | D    | A    | C    | C    | D    | C    |
| Approach Vol, veh/h                                                                                |      | 859  | 996  |      | 523  |      |
| Approach Delay, s/veh                                                                              |      | 15.3 | 23.7 |      | 41.2 |      |
| Approach LOS                                                                                       |      | B    | C    |      | D    |      |
| Timer - Assigned Phs                                                                               |      | 2    |      | 4    | 5    | 6    |
| Phs Duration (G+Y+Rc), s                                                                           |      | 53.6 |      | 28.2 | 15.4 | 38.3 |
| Change Period (Y+Rc), s                                                                            |      | * 7  |      | 6.5  | 7.0  | 6.0  |
| Max Green Setting (Gmax), s                                                                        |      | * 45 |      | 25.5 | 15.0 | 45.0 |
| Max Q Clear Time (g_c+l1), s                                                                       |      | 10.8 |      | 20.8 | 8.5  | 22.4 |
| Green Ext Time (p_c), s                                                                            |      | 8.1  |      | 0.8  | 0.2  | 9.9  |
| <b>Intersection Summary</b>                                                                        |      |      |      |      |      |      |
| HCM 7th Control Delay, s/veh                                                                       |      |      | 24.5 |      |      |      |
| HCM 7th LOS                                                                                        |      |      | C    |      |      |      |
| <b>Notes</b>                                                                                       |      |      |      |      |      |      |
| * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier. |      |      |      |      |      |      |

# HCM 7th Signalized Intersection Summary

19: E Grand Blvd & Fullerton Ave

04/17/2026



| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          |      |      |      |      |      |      |      |      |      |      |      |      |
| Traffic Volume (veh/h)       | 48   | 123  | 6    | 39   | 60   | 285  | 1    | 376  | 72   | 301  | 382  | 34   |
| Future Volume (veh/h)        | 48   | 123  | 6    | 39   | 60   | 285  | 1    | 376  | 72   | 301  | 382  | 34   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 52   | 134  | 7    | 42   | 0    | 353  | 1    | 409  | 78   | 327  | 415  | 37   |
| 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, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 340  | 313  | 16   | 295  | 0    | 563  | 4    | 878  | 166  | 394  | 1698 | 151  |
| Arrive On Green              | 0.18 | 0.18 | 0.18 | 0.18 | 0.00 | 0.18 | 0.00 | 0.29 | 0.29 | 0.22 | 0.51 | 0.51 |
| Sat Flow, veh/h              | 1028 | 1762 | 92   | 1248 | 0    | 3170 | 1781 | 2982 | 564  | 1781 | 3301 | 293  |
| Grp Volume(v), veh/h         | 52   | 0    | 141  | 42   | 0    | 353  | 1    | 242  | 245  | 327  | 223  | 229  |
| Grp Sat Flow(s),veh/h/ln     | 1028 | 0    | 1854 | 1248 | 0    | 1585 | 1781 | 1777 | 1769 | 1781 | 1777 | 1818 |
| Q Serve(g_s), s              | 2.0  | 0.0  | 3.1  | 1.4  | 0.0  | 4.7  | 0.0  | 5.1  | 5.2  | 8.0  | 3.2  | 3.2  |
| Cycle Q Clear(g_c), s        | 2.0  | 0.0  | 3.1  | 4.5  | 0.0  | 4.7  | 0.0  | 5.1  | 5.2  | 8.0  | 3.2  | 3.2  |
| Prop In Lane                 | 1.00 |      | 0.05 | 1.00 |      | 1.00 | 1.00 |      | 0.32 | 1.00 |      | 0.16 |
| Lane Grp Cap(c), veh/h       | 340  | 0    | 329  | 295  | 0    | 563  | 4    | 523  | 521  | 394  | 914  | 935  |
| V/C Ratio(X)                 | 0.15 | 0.00 | 0.43 | 0.14 | 0.00 | 0.63 | 0.26 | 0.46 | 0.47 | 0.83 | 0.24 | 0.25 |
| Avail Cap(c_a), veh/h        | 721  | 0    | 1015 | 757  | 0    | 1736 | 976  | 1557 | 1550 | 585  | 1557 | 1593 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 16.3 | 0.0  | 16.7 | 18.7 | 0.0  | 17.4 | 22.8 | 13.2 | 13.2 | 17.0 | 6.2  | 6.2  |
| Incr Delay (d2), s/veh       | 0.2  | 0.0  | 0.9  | 0.2  | 0.0  | 1.2  | 43.3 | 1.4  | 1.4  | 4.0  | 0.3  | 0.3  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 0.8  | 0.0  | 2.2  | 0.7  | 0.0  | 2.9  | 0.1  | 3.4  | 3.4  | 5.8  | 1.6  | 1.7  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 16.5 | 0.0  | 17.6 | 18.9 | 0.0  | 18.5 | 66.1 | 14.5 | 14.6 | 21.0 | 6.4  | 6.5  |
| LnGrp LOS                    | B    |      | B    | B    |      | B    | E    | B    | B    | C    | A    | A    |
| Approach Vol, veh/h          | 193  |      |      | 395  |      |      | 488  |      |      | 779  |      |      |
| Approach Delay, s/veh        | 17.3 |      |      | 18.6 |      |      | 14.7 |      |      | 12.5 |      |      |
| Approach LOS                 | B    |      |      | B    |      |      | B    |      |      | B    |      |      |
| Timer - Assigned Phs         | 1    | 2    |      | 4    | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 4.1  | 28.5 |      | 13.1 | 14.1 | 18.4 |      | 13.1 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0  | 5.0  |      | 5.0  | 4.0  | 5.0  |      | 5.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 25.0 | 40.0 |      | 25.0 | 15.0 | 40.0 |      | 25.0 |      |      |      |      |
| Max Q Clear Time (g_c+I), s  | 12.0 | 5.2  |      | 6.7  | 10.0 | 7.2  |      | 5.1  |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 5.8  |      | 1.5  | 0.3  | 6.3  |      | 0.9  |      |      |      |      |

## Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 14.9 |
| HCM 7th LOS                  | B    |

## Notes

User approved volume balancing among the lanes for turning movement.

# HCM 7th Signalized Intersection Summary

20: Rimpau Ave & Magnolia Ave

04/17/2026



| Movement                      | EBL     | EBT  | EBR  | WBL     | WBT  | WBR  | NBL     | NBT     | NBR     | SBL     | SBT     | SBR  |
|-------------------------------|---------|------|------|---------|------|------|---------|---------|---------|---------|---------|------|
| Lane Configurations           | ↰ ↱ ↲ ↳ |      |      | ↰ ↱ ↲ ↳ |      |      | ↰ ↱ ↲ ↳ | ↰ ↱ ↲ ↳ | ↰ ↱ ↲ ↳ | ↰ ↱ ↲ ↳ | ↰ ↱ ↲ ↳ |      |
| Traffic Volume (veh/h)        | 65      | 762  | 101  | 570     | 1041 | 104  | 111     | 319     | 496     | 176     | 362     | 24   |
| Future Volume (veh/h)         | 65      | 762  | 101  | 570     | 1041 | 104  | 111     | 319     | 496     | 176     | 362     | 24   |
| Initial Q (Qb), veh           | 0       | 0    | 0    | 0       | 0    | 0    | 0       | 0       | 0       | 0       | 0       | 0    |
| Lane Width Adj.               | 1.00    | 1.00 | 1.00 | 1.00    | 1.00 | 1.00 | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00 |
| Ped-Bike Adj(A_pbT)           | 1.00    |      | 1.00 | 1.00    |      | 1.00 | 1.00    |         | 1.00    | 1.00    |         | 1.00 |
| Parking Bus, Adj              | 1.00    | 1.00 | 1.00 | 1.00    | 1.00 | 1.00 | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00 |
| Work Zone On Approach         | No      |      |      | No      |      |      | No      |         |         | No      |         |      |
| Adj Sat Flow, veh/h/ln        | 1870    | 1870 | 1870 | 1870    | 1870 | 1870 | 1870    | 1870    | 1870    | 1870    | 1870    | 1870 |
| Adj Flow Rate, veh/h          | 71      | 828  | 110  | 620     | 1132 | 113  | 121     | 347     | 539     | 191     | 393     | 26   |
| 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, %          | 2       | 2    | 2    | 2       | 2    | 2    | 2       | 2       | 2       | 2       | 2       | 2    |
| Cap, veh/h                    | 285     | 1054 | 139  | 901     | 1566 | 156  | 148     | 457     | 388     | 162     | 438     | 29   |
| Arrive On Green               | 0.05    | 0.08 | 0.08 | 0.26    | 0.33 | 0.33 | 0.08    | 0.24    | 0.24    | 0.09    | 0.25    | 0.25 |
| Sat Flow, veh/h               | 1781    | 4563 | 603  | 3456    | 4719 | 471  | 1781    | 1870    | 1585    | 1781    | 1735    | 115  |
| Grp Volume(v), veh/h          | 71      | 617  | 321  | 620     | 816  | 429  | 121     | 347     | 539     | 191     | 0       | 419  |
| Grp Sat Flow(s),veh/h/ln      | 1781    | 1702 | 1762 | 1728    | 1702 | 1786 | 1781    | 1870    | 1585    | 1781    | 0       | 1850 |
| Q Serve(g_s), s               | 4.2     | 19.6 | 19.7 | 17.8    | 23.2 | 23.2 | 7.4     | 18.9    | 14.7    | 10.0    | 0.0     | 24.1 |
| Cycle Q Clear(g_c), s         | 4.2     | 19.6 | 19.7 | 17.8    | 23.2 | 23.2 | 7.4     | 18.9    | 14.7    | 10.0    | 0.0     | 24.1 |
| Prop In Lane                  | 1.00    |      | 0.34 | 1.00    |      | 0.26 | 1.00    |         | 1.00    | 1.00    |         | 0.06 |
| Lane Grp Cap(c), veh/h        | 285     | 787  | 407  | 901     | 1130 | 593  | 148     | 457     | 388     | 162     | 0       | 467  |
| V/C Ratio(X)                  | 0.25    | 0.78 | 0.79 | 0.69    | 0.72 | 0.72 | 0.82    | 0.76    | 1.39    | 1.18    | 0.00    | 0.90 |
| Avail Cap(c_a), veh/h         | 285     | 836  | 432  | 901     | 1269 | 666  | 162     | 544     | 461     | 162     | 0       | 538  |
| HCM Platoon Ratio             | 0.33    | 0.33 | 0.33 | 1.00    | 1.00 | 1.00 | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    | 1.00 |
| Upstream Filter(I)            | 0.85    | 0.85 | 0.85 | 1.00    | 1.00 | 1.00 | 1.00    | 1.00    | 1.00    | 0.77    | 0.00    | 0.77 |
| Uniform Delay (d), s/veh      | 45.8    | 48.1 | 48.2 | 36.6    | 32.3 | 32.3 | 49.6    | 38.5    | 12.4    | 50.0    | 0.0     | 39.7 |
| Incr Delay (d2), s/veh        | 0.1     | 6.6  | 12.5 | 2.2     | 4.0  | 7.5  | 24.3    | 5.9     | 191.1   | 119.0   | 0.0     | 13.9 |
| 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(95%),veh/ln      | 8.5     | 14.4 | 15.7 | 12.3    | 15.2 | 16.6 | 7.6     | 14.4    | 39.7    | 15.2    | 0.0     | 17.7 |
| Unsig. Movement Delay, s/veh  |         |      |      |         |      |      |         |         |         |         |         |      |
| LnGrp Delay(d), s/veh         | 45.9    | 54.7 | 60.6 | 38.8    | 36.3 | 39.8 | 73.9    | 44.4    | 203.5   | 169.0   | 0.0     | 53.6 |
| LnGrp LOS                     | D       | D    | E    | D       | D    | D    | E       | D       | F       | F       |         | D    |
| Approach Vol, veh/h           | 1009    |      |      | 1865    |      |      | 1007    |         |         | 610     |         |      |
| Approach Delay, s/veh         | 56.0    |      |      | 38.0    |      |      | 133.1   |         |         | 89.7    |         |      |
| Approach LOS                  | E       |      |      | D       |      |      | F       |         |         | F       |         |      |
| Timer - Assigned Phs          | 1       | 2    | 3    | 4       | 5    | 6    | 7       | 8       |         |         |         |      |
| Phs Duration (G+Y+Rc), s      | 5.0     | 31.9 | 32.7 | 30.4    | 14.1 | 32.8 | 21.6    | 41.5    |         |         |         |      |
| Change Period (Y+Rc), s       | 5.0     | 5.0  | 4.0  | 5.0     | 5.0  | 5.0  | 4.0     | 5.0     |         |         |         |      |
| Max Green Setting (Gmax), s   | 10.0    | 32.0 | 22.0 | 27.0    | 10.0 | 32.0 | 8.0     | 41.0    |         |         |         |      |
| Max Q Clear Time (g_c+112), s | 10.0    | 20.9 | 19.8 | 21.7    | 9.4  | 26.1 | 6.2     | 25.2    |         |         |         |      |
| Green Ext Time (p_c), s       | 0.0     | 4.6  | 0.6  | 3.7     | 0.0  | 1.7  | 0.0     | 11.3    |         |         |         |      |
| Intersection Summary          |         |      |      |         |      |      |         |         |         |         |         |      |
| HCM 7th Control Delay, s/veh  | 70.4    |      |      |         |      |      |         |         |         |         |         |      |
| HCM 7th LOS                   | E       |      |      |         |      |      |         |         |         |         |         |      |



# HCM 7th Signalized Intersection Summary

21: Magnolia Ave & Fullerton Ave

04/17/2026



| Movement                     | EBL   | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL   | SBT  | SBR  |
|------------------------------|-------|------|------|------|------|------|------|------|------|-------|------|------|
| Lane Configurations          | ↰ ↱ ↲ |      |      | ↰ ↱  |      | ↰    | ↰ ↱  |      |      | ↰ ↱   |      |      |
| Traffic Volume (veh/h)       | 62    | 680  | 98   | 185  | 782  | 170  | 56   | 265  | 246  | 100   | 409  | 51   |
| Future Volume (veh/h)        | 62    | 680  | 98   | 185  | 782  | 170  | 56   | 265  | 246  | 100   | 409  | 51   |
| Initial Q (Qb), veh          | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0    | 0    |
| Lane Width Adj.              | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00  |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00  |      | 1.00 |
| Parking Bus, Adj             | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Work Zone On Approach        | No    |      |      | No   |      |      | No   |      |      | No    |      |      |
| Adj Sat Flow, veh/h/ln       | 1870  | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870  | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 67    | 739  | 107  | 201  | 850  | 185  | 61   | 288  | 267  | 109   | 445  | 55   |
| 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, %         | 2     | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2     | 2    | 2    |
| Cap, veh/h                   | 438   | 1131 | 162  | 534  | 1081 | 482  | 79   | 387  | 345  | 113   | 755  | 93   |
| Arrive On Green              | 0.25  | 0.25 | 0.25 | 0.40 | 0.40 | 0.40 | 0.04 | 0.22 | 0.22 | 0.06  | 0.24 | 0.24 |
| Sat Flow, veh/h              | 1781  | 4510 | 648  | 1781 | 3554 | 1585 | 1781 | 1777 | 1585 | 1781  | 3185 | 392  |
| Grp Volume(v), veh/h         | 67    | 556  | 290  | 201  | 850  | 185  | 61   | 288  | 267  | 109   | 247  | 253  |
| Grp Sat Flow(s),veh/h/ln     | 1781  | 1702 | 1754 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781  | 1777 | 1800 |
| Q Serve(g_s), s              | 3.2   | 16.1 | 16.3 | 8.8  | 23.0 | 7.1  | 3.7  | 16.6 | 17.4 | 6.7   | 13.6 | 13.7 |
| Cycle Q Clear(g_c), s        | 3.2   | 16.1 | 16.3 | 8.8  | 23.0 | 7.1  | 3.7  | 16.6 | 17.4 | 6.7   | 13.6 | 13.7 |
| Prop In Lane                 | 1.00  |      | 0.37 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00  |      | 0.22 |
| Lane Grp Cap(c), veh/h       | 438   | 854  | 440  | 534  | 1081 | 482  | 79   | 387  | 345  | 113   | 421  | 427  |
| V/C Ratio(X)                 | 0.15  | 0.65 | 0.66 | 0.38 | 0.79 | 0.38 | 0.77 | 0.74 | 0.77 | 0.96  | 0.59 | 0.59 |
| Avail Cap(c_a), veh/h        | 438   | 1160 | 598  | 534  | 1244 | 555  | 178  | 598  | 533  | 113   | 533  | 540  |
| 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)           | 0.94  | 0.94 | 0.94 | 0.76 | 0.76 | 0.76 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 32.5  | 36.9 | 37.0 | 25.8 | 29.6 | 15.7 | 52.0 | 40.2 | 40.5 | 51.4  | 37.2 | 37.2 |
| Incr Delay (d2), s/veh       | 0.2   | 3.6  | 7.1  | 0.3  | 4.4  | 1.8  | 14.7 | 4.0  | 5.2  | 72.2  | 1.9  | 1.9  |
| Initial Q Delay(d3), s/veh   | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 2.6   | 11.3 | 12.3 | 6.3  | 14.0 | 4.8  | 3.6  | 12.2 | 11.7 | 9.0   | 10.1 | 10.3 |
| Unsig. Movement Delay, s/veh |       |      |      |      |      |      |      |      |      |       |      |      |
| LnGrp Delay(d), s/veh        | 32.6  | 40.5 | 44.1 | 26.1 | 34.1 | 17.4 | 66.7 | 44.2 | 45.7 | 123.5 | 39.0 | 39.1 |
| LnGrp LOS                    | C     | D    | D    | C    | C    | B    | E    | D    | D    | F     | D    | D    |
| Approach Vol, veh/h          | 913   |      |      | 1236 |      |      | 616  |      |      | 609   |      |      |
| Approach Delay, s/veh        | 41.1  |      |      | 30.3 |      |      | 47.1 |      |      | 54.2  |      |      |
| Approach LOS                 | D     |      |      | C    |      |      | D    |      |      | D     |      |      |
| Timer - Assigned Phs         | 1     | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |       |      |      |
| Phs Duration (G+Y+Rc), s     | 1.0   | 29.0 | 37.0 | 33.1 | 8.9  | 31.1 | 31.1 | 39.0 |      |       |      |      |
| Change Period (Y+Rc), s      | 4.0   | 5.0  | 4.0  | 5.5  | 4.0  | 5.0  | 4.0  | 5.5  |      |       |      |      |
| Max Green Setting (Gmax), s  | 7.0   | 37.0 | 10.0 | 37.5 | 11.0 | 33.0 | 9.0  | 38.5 |      |       |      |      |
| Max Q Clear Time (g_c+I1), s | 19.4  | 19.4 | 10.8 | 18.3 | 5.7  | 15.7 | 5.2  | 25.0 |      |       |      |      |
| Green Ext Time (p_c), s      | 0.0   | 4.5  | 0.0  | 9.3  | 0.0  | 3.9  | 0.0  | 8.5  |      |       |      |      |
| Intersection Summary         |       |      |      |      |      |      |      |      |      |       |      |      |
| HCM 7th Control Delay, s/veh | 40.6  |      |      |      |      |      |      |      |      |       |      |      |
| HCM 7th LOS                  | D     |      |      |      |      |      |      |      |      |       |      |      |



# HCM 7th Signalized Intersection Summary

22: Kellog Ave & Magnolia Ave

04/17/2026



| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR  | NBL                                                                               | NBT                                                                               | NBR  | SBL                                                                                 | SBT                                                                                 | SBR  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|
| Lane Configurations          |  |  |  |  |  |      |  |  |      |  |  |      |
| Traffic Volume (veh/h)       | 29                                                                                | 465                                                                               | 25                                                                                | 137                                                                               | 644                                                                               | 62   | 35                                                                                | 161                                                                               | 151  | 60                                                                                  | 187                                                                                 | 23   |
| Future Volume (veh/h)        | 29                                                                                | 465                                                                               | 25                                                                                | 137                                                                               | 644                                                                               | 62   | 35                                                                                | 161                                                                               | 151  | 60                                                                                  | 187                                                                                 | 23   |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                   | 0                                                                                   | 0    |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                                | 1.00                                                                                | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00 | 1.00                                                                              |                                                                                   | 1.00 | 1.00                                                                                |                                                                                     | 1.00 |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                                | 1.00                                                                                | 1.00 |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |      | No                                                                                |                                                                                   |      | No                                                                                  |                                                                                     |      |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870 | 1870                                                                              | 1870                                                                              | 1870 | 1870                                                                                | 1870                                                                                | 1870 |
| Adj Flow Rate, veh/h         | 32                                                                                | 505                                                                               | 27                                                                                | 149                                                                               | 700                                                                               | 67   | 38                                                                                | 175                                                                               | 164  | 65                                                                                  | 203                                                                                 | 25   |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                   | 2                                                                                   | 2    |
| Cap, veh/h                   | 51                                                                                | 1622                                                                              | 724                                                                               | 176                                                                               | 1727                                                                              | 165  | 56                                                                                | 208                                                                               | 195  | 83                                                                                  | 408                                                                                 | 50   |
| Arrive On Green              | 0.03                                                                              | 0.46                                                                              | 0.46                                                                              | 0.20                                                                              | 1.00                                                                              | 1.00 | 0.03                                                                              | 0.23                                                                              | 0.23 | 0.05                                                                                | 0.25                                                                                | 0.25 |
| Sat Flow, veh/h              | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                              | 3277                                                                              | 313  | 1781                                                                              | 888                                                                               | 832  | 1781                                                                                | 1633                                                                                | 201  |
| Grp Volume(v), veh/h         | 32                                                                                | 505                                                                               | 27                                                                                | 149                                                                               | 379                                                                               | 388  | 38                                                                                | 0                                                                                 | 339  | 65                                                                                  | 0                                                                                   | 228  |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1814 | 1781                                                                              | 0                                                                                 | 1721 | 1781                                                                                | 0                                                                                   | 1834 |
| Q Serve(g_s), s              | 2.0                                                                               | 9.9                                                                               | 1.0                                                                               | 8.9                                                                               | 0.0                                                                               | 0.0  | 2.3                                                                               | 0.0                                                                               | 20.7 | 4.0                                                                                 | 0.0                                                                                 | 11.7 |
| Cycle Q Clear(g_c), s        | 2.0                                                                               | 9.9                                                                               | 1.0                                                                               | 8.9                                                                               | 0.0                                                                               | 0.0  | 2.3                                                                               | 0.0                                                                               | 20.7 | 4.0                                                                                 | 0.0                                                                                 | 11.7 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.17 | 1.00                                                                              |                                                                                   | 0.48 | 1.00                                                                                |                                                                                     | 0.11 |
| Lane Grp Cap(c), veh/h       | 51                                                                                | 1622                                                                              | 724                                                                               | 176                                                                               | 936                                                                               | 956  | 56                                                                                | 0                                                                                 | 403  | 83                                                                                  | 0                                                                                   | 458  |
| V/C Ratio(X)                 | 0.63                                                                              | 0.31                                                                              | 0.04                                                                              | 0.85                                                                              | 0.41                                                                              | 0.41 | 0.68                                                                              | 0.00                                                                              | 0.84 | 0.78                                                                                | 0.00                                                                                | 0.50 |
| Avail Cap(c_a), veh/h        | 146                                                                               | 1622                                                                              | 724                                                                               | 227                                                                               | 936                                                                               | 956  | 97                                                                                | 0                                                                                 | 735  | 97                                                                                  | 0                                                                                   | 784  |
| 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                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86 | 1.00                                                                              | 0.00                                                                              | 1.00 | 1.00                                                                                | 0.00                                                                                | 1.00 |
| Uniform Delay (d), s/veh     | 52.9                                                                              | 18.9                                                                              | 16.5                                                                              | 43.3                                                                              | 0.0                                                                               | 0.0  | 52.7                                                                              | 0.0                                                                               | 40.2 | 51.9                                                                                | 0.0                                                                                 | 35.3 |
| Incr Delay (d2), s/veh       | 12.4                                                                              | 0.5                                                                               | 0.1                                                                               | 17.9                                                                              | 1.1                                                                               | 1.1  | 13.8                                                                              | 0.0                                                                               | 6.7  | 28.5                                                                                | 0.0                                                                                 | 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(95%),veh/ln     | 1.9                                                                               | 7.5                                                                               | 0.7                                                                               | 7.6                                                                               | 0.5                                                                               | 0.5  | 2.2                                                                               | 0.0                                                                               | 14.4 | 4.4                                                                                 | 0.0                                                                                 | 9.2  |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                     |                                                                                     |      |
| LnGrp Delay(d), s/veh        | 65.3                                                                              | 19.4                                                                              | 16.6                                                                              | 61.3                                                                              | 1.1                                                                               | 1.1  | 66.5                                                                              | 0.0                                                                               | 46.8 | 80.3                                                                                | 0.0                                                                                 | 36.5 |
| LnGrp LOS                    | E                                                                                 | B                                                                                 | B                                                                                 | E                                                                                 | A                                                                                 | A    | E                                                                                 |                                                                                   | D    | F                                                                                   |                                                                                     | D    |
| Approach Vol, veh/h          | 564                                                                               |                                                                                   |                                                                                   | 916                                                                               |                                                                                   |      | 377                                                                               |                                                                                   |      | 293                                                                                 |                                                                                     |      |
| Approach Delay, s/veh        | 21.9                                                                              |                                                                                   |                                                                                   | 10.9                                                                              |                                                                                   |      | 48.8                                                                              |                                                                                   |      | 46.2                                                                                |                                                                                     |      |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |      | D                                                                                 |                                                                                   |      | D                                                                                   |                                                                                     |      |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6    | 7                                                                                 | 8                                                                                 |      |                                                                                     |                                                                                     |      |
| Phs Duration (G+Y+Rc), s     | 14.9                                                                              | 55.2                                                                              | 7.4                                                                               | 32.5                                                                              | 7.1                                                                               | 63.0 | 9.2                                                                               | 30.8                                                                              |      |                                                                                     |                                                                                     |      |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0  | 4.0                                                                               | 5.0                                                                               |      |                                                                                     |                                                                                     |      |
| Max Green Setting (Gmax), s  | 14.9                                                                              | 25.0                                                                              | 6.0                                                                               | 47.0                                                                              | 9.0                                                                               | 30.0 | 6.0                                                                               | 47.0                                                                              |      |                                                                                     |                                                                                     |      |
| Max Q Clear Time (g_c+10), s | 11.9                                                                              | 11.9                                                                              | 4.3                                                                               | 13.7                                                                              | 4.0                                                                               | 2.0  | 6.0                                                                               | 22.7                                                                              |      |                                                                                     |                                                                                     |      |
| Green Ext Time (p_c), s      | 0.1                                                                               | 4.7                                                                               | 0.0                                                                               | 2.0                                                                               | 0.0                                                                               | 10.1 | 0.0                                                                               | 3.1                                                                               |      |                                                                                     |                                                                                     |      |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                     |                                                                                     |      |
| HCM 7th Control Delay, s/veh | 25.2                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                     |                                                                                     |      |
| HCM 7th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                     |                                                                                     |      |

# HCM 7th Signalized Intersection Summary

23: Magnolia Ave & Ontario Ave

04/17/2026



| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR  | NBL                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               | SBR                                                                               |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Configurations          |  |  |  |  |  |      |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 308                                                                               | 957                                                                               | 87                                                                                | 192                                                                               | 718                                                                               | 55   | 60                                                                                | 254                                                                               | 119                                                                               | 60                                                                                | 431                                                                               | 229                                                                               |
| Future Volume (veh/h)        | 308                                                                               | 957                                                                               | 87                                                                                | 192                                                                               | 718                                                                               | 55   | 60                                                                                | 254                                                                               | 119                                                                               | 60                                                                                | 431                                                                               | 229                                                                               |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |      | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870 | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              |
| Adj Flow Rate, veh/h         | 335                                                                               | 1040                                                                              | 0                                                                                 | 209                                                                               | 780                                                                               | 0    | 65                                                                                | 276                                                                               | 129                                                                               | 65                                                                                | 468                                                                               | 249                                                                               |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Cap, veh/h                   | 401                                                                               | 2297                                                                              |                                                                                   | 272                                                                               | 2108                                                                              |      | 84                                                                                | 781                                                                               | 348                                                                               | 84                                                                                | 781                                                                               | 348                                                                               |
| Arrive On Green              | 0.12                                                                              | 0.45                                                                              | 0.00                                                                              | 0.08                                                                              | 0.41                                                                              | 0.00 | 0.05                                                                              | 0.22                                                                              | 0.22                                                                              | 0.05                                                                              | 0.22                                                                              | 0.22                                                                              |
| Sat Flow, veh/h              | 3456                                                                              | 5106                                                                              | 1585                                                                              | 3456                                                                              | 5274                                                                              | 0    | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                              | 3554                                                                              | 1585                                                                              |
| Grp Volume(v), veh/h         | 335                                                                               | 1040                                                                              | 0                                                                                 | 209                                                                               | 780                                                                               | 0    | 65                                                                                | 276                                                                               | 129                                                                               | 65                                                                                | 468                                                                               | 249                                                                               |
| Grp Sat Flow(s),veh/h/ln     | 1728                                                                              | 1702                                                                              | 1585                                                                              | 1728                                                                              | 1702                                                                              | 0    | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1585                                                                              |
| Q Serve(g_s), s              | 10.4                                                                              | 15.5                                                                              | 0.0                                                                               | 6.5                                                                               | 11.6                                                                              | 0.0  | 4.0                                                                               | 7.2                                                                               | 7.6                                                                               | 4.0                                                                               | 13.0                                                                              | 16.0                                                                              |
| Cycle Q Clear(g_c), s        | 10.4                                                                              | 15.5                                                                              | 0.0                                                                               | 6.5                                                                               | 11.6                                                                              | 0.0  | 4.0                                                                               | 7.2                                                                               | 7.6                                                                               | 4.0                                                                               | 13.0                                                                              | 16.0                                                                              |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.00 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |
| Lane Grp Cap(c), veh/h       | 401                                                                               | 2297                                                                              |                                                                                   | 272                                                                               | 2108                                                                              |      | 84                                                                                | 781                                                                               | 348                                                                               | 84                                                                                | 781                                                                               | 348                                                                               |
| V/C Ratio(X)                 | 0.84                                                                              | 0.45                                                                              |                                                                                   | 0.77                                                                              | 0.37                                                                              |      | 0.78                                                                              | 0.35                                                                              | 0.37                                                                              | 0.78                                                                              | 0.60                                                                              | 0.71                                                                              |
| Avail Cap(c_a), veh/h        | 471                                                                               | 2297                                                                              |                                                                                   | 346                                                                               | 2108                                                                              |      | 113                                                                               | 1066                                                                              | 476                                                                               | 113                                                                               | 1066                                                                              | 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                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Uniform Delay (d), s/veh     | 47.6                                                                              | 20.9                                                                              | 0.0                                                                               | 49.7                                                                              | 22.4                                                                              | 0.0  | 51.9                                                                              | 36.3                                                                              | 36.4                                                                              | 51.9                                                                              | 38.6                                                                              | 39.7                                                                              |
| Incr Delay (d2), s/veh       | 10.9                                                                              | 0.6                                                                               | 0.0                                                                               | 7.7                                                                               | 0.5                                                                               | 0.0  | 20.7                                                                              | 0.4                                                                               | 0.9                                                                               | 20.7                                                                              | 1.6                                                                               | 6.0                                                                               |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0  | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| %ile BackOfQ(95%),veh/ln     | 8.8                                                                               | 10.3                                                                              | 0.0                                                                               | 5.6                                                                               | 8.3                                                                               | 0.0  | 4.0                                                                               | 5.7                                                                               | 5.5                                                                               | 4.0                                                                               | 9.8                                                                               | 11.0                                                                              |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| LnGrp Delay(d), s/veh        | 58.5                                                                              | 21.5                                                                              | 0.0                                                                               | 57.4                                                                              | 22.9                                                                              | 0.0  | 72.6                                                                              | 36.7                                                                              | 37.4                                                                              | 72.6                                                                              | 40.1                                                                              | 45.8                                                                              |
| LnGrp LOS                    | E                                                                                 | C                                                                                 |                                                                                   | E                                                                                 | C                                                                                 |      | E                                                                                 | D                                                                                 | D                                                                                 | E                                                                                 | D                                                                                 | D                                                                                 |
| Approach Vol, veh/h          | 1375                                                                              |                                                                                   |                                                                                   | 989                                                                               |                                                                                   |      | 470                                                                               |                                                                                   |                                                                                   | 782                                                                               |                                                                                   |                                                                                   |
| Approach Delay, s/veh        | 30.5                                                                              |                                                                                   |                                                                                   | 30.2                                                                              |                                                                                   |      | 41.8                                                                              |                                                                                   |                                                                                   | 44.6                                                                              |                                                                                   |                                                                                   |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |      | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6    | 7                                                                                 | 8                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Phs Duration (G+Y+Rc), s     | 3.7                                                                               | 56.0                                                                              | 10.2                                                                              | 30.2                                                                              | 17.8                                                                              | 51.9 | 10.2                                                                              | 30.2                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Change Period (Y+Rc), s      | 5.0                                                                               | 6.5                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.5  | 5.0                                                                               | 6.0                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Max Green Setting (Gmax), s  | 1.0                                                                               | 36.5                                                                              | 7.0                                                                               | 33.0                                                                              | 15.0                                                                              | 32.5 | 7.0                                                                               | 33.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Max Q Clear Time (g_c+I), s  | 10.5                                                                              | 17.5                                                                              | 6.0                                                                               | 18.0                                                                              | 12.4                                                                              | 13.6 | 6.0                                                                               | 9.6                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Green Ext Time (p_c), s      | 0.2                                                                               | 11.4                                                                              | 0.0                                                                               | 6.2                                                                               | 0.3                                                                               | 8.7  | 0.0                                                                               | 3.2                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

## Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 35.0 |
| HCM 7th LOS                  | C    |

## Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

# HCM 7th Signalized Intersection Summary

## 1: E Grand Blvd/Grand Blvd & 3rd Street

04/17/2026

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |  |
| Traffic Volume (veh/h)       | 14                                                                                | 45                                                                                | 64                                                                                | 4                                                                                 | 43                                                                                | 15                                                                                | 52                                                                                  | 654                                                                                 | 10                                                                                  | 24                                                                                  | 467                                                                                 | 13                                                                                  |
| Future Volume (veh/h)        | 14                                                                                | 45                                                                                | 64                                                                                | 4                                                                                 | 43                                                                                | 15                                                                                | 52                                                                                  | 654                                                                                 | 10                                                                                  | 24                                                                                  | 467                                                                                 | 13                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 15                                                                                | 49                                                                                | 70                                                                                | 4                                                                                 | 47                                                                                | 16                                                                                | 57                                                                                  | 711                                                                                 | 11                                                                                  | 26                                                                                  | 508                                                                                 | 14                                                                                  |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 347                                                                               | 89                                                                                | 127                                                                               | 297                                                                               | 170                                                                               | 58                                                                                | 110                                                                                 | 1487                                                                                | 23                                                                                  | 57                                                                                  | 1362                                                                                | 37                                                                                  |
| Arrive On Green              | 0.13                                                                              | 0.13                                                                              | 0.13                                                                              | 0.13                                                                              | 0.13                                                                              | 0.13                                                                              | 0.06                                                                                | 0.42                                                                                | 0.42                                                                                | 0.03                                                                                | 0.39                                                                                | 0.39                                                                                |
| Sat Flow, veh/h              | 1339                                                                              | 696                                                                               | 995                                                                               | 1273                                                                              | 1334                                                                              | 454                                                                               | 1781                                                                                | 3582                                                                                | 55                                                                                  | 1781                                                                                | 3532                                                                                | 97                                                                                  |
| Grp Volume(v), veh/h         | 15                                                                                | 0                                                                                 | 119                                                                               | 4                                                                                 | 0                                                                                 | 63                                                                                | 57                                                                                  | 353                                                                                 | 369                                                                                 | 26                                                                                  | 255                                                                                 | 267                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1339                                                                              | 0                                                                                 | 1691                                                                              | 1273                                                                              | 0                                                                                 | 1789                                                                              | 1781                                                                                | 1777                                                                                | 1860                                                                                | 1781                                                                                | 1777                                                                                | 1853                                                                                |
| Q Serve(g_s), s              | 0.3                                                                               | 0.0                                                                               | 2.2                                                                               | 0.1                                                                               | 0.0                                                                               | 1.0                                                                               | 1.0                                                                                 | 4.8                                                                                 | 4.8                                                                                 | 0.5                                                                                 | 3.4                                                                                 | 3.4                                                                                 |
| Cycle Q Clear(g_c), s        | 1.4                                                                               | 0.0                                                                               | 2.2                                                                               | 2.3                                                                               | 0.0                                                                               | 1.0                                                                               | 1.0                                                                                 | 4.8                                                                                 | 4.8                                                                                 | 0.5                                                                                 | 3.4                                                                                 | 3.4                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.59                                                                              | 1.00                                                                              |                                                                                   | 0.25                                                                              | 1.00                                                                                |                                                                                     | 0.03                                                                                | 1.00                                                                                |                                                                                     | 0.05                                                                                |
| Lane Grp Cap(c), veh/h       | 347                                                                               | 0                                                                                 | 216                                                                               | 297                                                                               | 0                                                                                 | 228                                                                               | 110                                                                                 | 738                                                                                 | 772                                                                                 | 57                                                                                  | 685                                                                                 | 714                                                                                 |
| V/C Ratio(X)                 | 0.04                                                                              | 0.00                                                                              | 0.55                                                                              | 0.01                                                                              | 0.00                                                                              | 0.28                                                                              | 0.52                                                                                | 0.48                                                                                | 0.48                                                                                | 0.45                                                                                | 0.37                                                                                | 0.37                                                                                |
| Avail Cap(c_a), veh/h        | 989                                                                               | 0                                                                                 | 1027                                                                              | 1255                                                                              | 0                                                                                 | 1575                                                                              | 811                                                                                 | 1780                                                                                | 1864                                                                                | 811                                                                                 | 1619                                                                                | 1688                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 13.6                                                                              | 0.0                                                                               | 13.5                                                                              | 14.5                                                                              | 0.0                                                                               | 13.0                                                                              | 15.0                                                                                | 7.0                                                                                 | 7.0                                                                                 | 15.7                                                                                | 7.3                                                                                 | 7.3                                                                                 |
| Incr Delay (d2), s/veh       | 0.1                                                                               | 0.0                                                                               | 2.2                                                                               | 0.0                                                                               | 0.0                                                                               | 0.6                                                                               | 1.4                                                                                 | 0.7                                                                                 | 0.7                                                                                 | 2.1                                                                                 | 0.5                                                                                 | 0.5                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 0.2                                                                               | 0.0                                                                               | 1.4                                                                               | 0.0                                                                               | 0.0                                                                               | 0.7                                                                               | 0.7                                                                                 | 2.2                                                                                 | 2.3                                                                                 | 0.3                                                                                 | 1.6                                                                                 | 1.7                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 13.7                                                                              | 0.0                                                                               | 15.7                                                                              | 14.6                                                                              | 0.0                                                                               | 13.6                                                                              | 16.4                                                                                | 7.7                                                                                 | 7.7                                                                                 | 17.7                                                                                | 7.7                                                                                 | 7.7                                                                                 |
| LnGrp LOS                    | B                                                                                 |                                                                                   | B                                                                                 | B                                                                                 |                                                                                   | B                                                                                 | B                                                                                   | A                                                                                   | A                                                                                   | B                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          | 134                                                                               |                                                                                   |                                                                                   | 67                                                                                |                                                                                   |                                                                                   | 779                                                                                 |                                                                                     |                                                                                     | 548                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 15.4                                                                              |                                                                                   |                                                                                   | 13.7                                                                              |                                                                                   |                                                                                   | 8.3                                                                                 |                                                                                     |                                                                                     | 8.2                                                                                 |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 5.1                                                                               | 18.7                                                                              |                                                                                   | 9.2                                                                               | 6.0                                                                               | 17.7                                                                              |                                                                                     | 9.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               |                                                                                     | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 15.0                                                                              | 33.0                                                                              |                                                                                   | 20.0                                                                              | 15.0                                                                              | 30.0                                                                              |                                                                                     | 29.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 2.5                                                                               | 6.8                                                                               |                                                                                   | 4.2                                                                               | 3.0                                                                               | 5.4                                                                               |                                                                                     | 4.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 6.9                                                                               |                                                                                   | 0.6                                                                               | 0.0                                                                               | 4.6                                                                               |                                                                                     | 0.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh |                                                                                   |                                                                                   |                                                                                   | 9.1                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  |                                                                                   |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

| Intersection             |                                                                                   |      |                                                                                   |      |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 1.6                                                                               |      |                                                                                   |      |                                                                                   |                                                                                   |
| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL                                                                               | SBT                                                                               |
| Lane Configurations      |  |      |  |      |  |  |
| Traffic Vol, veh/h       | 5                                                                                 | 109  | 628                                                                               | 13   | 77                                                                                | 458                                                                               |
| Future Vol, veh/h        | 5                                                                                 | 109  | 628                                                                               | 13   | 77                                                                                | 458                                                                               |
| 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                                                                                 | -    | -                                                                                 | -    | 50                                                                                | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | 0                                                                                 | -    | -                                                                                 | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -    | 0                                                                                 | -    | -                                                                                 | 0                                                                                 |
| Peak Hour Factor         | 92                                                                                | 92   | 92                                                                                | 92   | 92                                                                                | 92                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 5                                                                                 | 118  | 683                                                                               | 14   | 84                                                                                | 498                                                                               |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 1106   | 348    | 0      |
| Stage 1              | 690    | -      | -      |
| Stage 2              | 416    | -      | -      |
| Critical Hdwy        | 6.84   | 6.94   | -      |
| Critical Hdwy Stg 1  | 5.84   | -      | -      |
| Critical Hdwy Stg 2  | 5.84   | -      | -      |
| Follow-up Hdwy       | 3.52   | 3.32   | -      |
| Pot Cap-1 Maneuver   | 205    | 648    | -      |
| Stage 1              | 459    | -      | -      |
| Stage 2              | 634    | -      | -      |
| Platoon blocked, %   |        | -      | -      |
| Mov Cap-1 Maneuver   | 186    | 648    | -      |
| Mov Cap-2 Maneuver   | 316    | -      | -      |
| Stage 1              | 459    | -      | -      |
| Stage 2              | 574    | -      | -      |

| Approach          | WB    | NB | SB   |
|-------------------|-------|----|------|
| HCM Ctrl Dly, s/v | 12.26 | 0  | 1.36 |
| HCM LOS           | B     |    |      |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL  | SBT   |
|-----------------------|-----|----------|------|-------|
| Capacity (veh/h)      | -   | -        | 619  | 895   |
| HCM Lane V/C Ratio    | -   | -        | 0.2  | 0.093 |
| HCM Ctrl Dly (s/v)    | -   | -        | 12.3 | 9.4   |
| HCM Lane LOS          | -   | -        | B    | A     |
| HCM 95th %tile Q(veh) | -   | -        | 0.7  | 0.3   |

**Intersection**

Int Delay, s/veh 0.4

| Movement                 | EBT                                                                               | EBR  | WBL  | WBT                                                                               | NBL                                                                               | NBR  |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 100                                                                               | 10   | 5    | 87                                                                                | 3                                                                                 | 2    |
| Future Vol, veh/h        | 100                                                                               | 10   | 5    | 87                                                                                | 3                                                                                 | 2    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Free                                                                              | Free | Free | Free                                                                              | Stop                                                                              | Stop |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | -                                                                                 | -    | -    | -                                                                                 | 0                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92   | 92   | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2    | 2                                                                                 | 2                                                                                 | 2    |
| Mvmt Flow                | 109                                                                               | 11   | 5    | 95                                                                                | 3                                                                                 | 2    |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 120    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | 4.12   |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | 2.218  |
| Pot Cap-1 Maneuver   | -      | -      | 1468   |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 1468   |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach          | EB | WB   | NB   |
|-------------------|----|------|------|
| HCM Ctrl Dly, s/v | 0  | 0.41 | 9.38 |
| HCM LOS           |    |      | A    |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 827   | -   | -   | 98    | -   |
| HCM Lane V/C Ratio    | 0.007 | -   | -   | 0.004 | -   |
| HCM Ctrl Dly (s/v)    | 9.4   | -   | -   | 7.5   | 0   |
| HCM Lane LOS          | A     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 0     | -   |

| Intersection             |      |                                                                                   |                                                                                   |      |                                                                                   |      |
|--------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.8  |                                                                                   |                                                                                   |      |                                                                                   |      |
| Movement                 | EBL  | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
| Lane Configurations      |      |  |  |      |  |      |
| Traffic Vol, veh/h       | 5    | 81                                                                                | 105                                                                               | 16   | 8                                                                                 | 6    |
| Future Vol, veh/h        | 5    | 81                                                                                | 105                                                                               | 16   | 8                                                                                 | 6    |
| Conflicting Peds, #/hr   | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0    |
| Sign Control             | Free | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop |
| RT Channelized           | -    | None                                                                              | -                                                                                 | None | -                                                                                 | None |
| Storage Length           | -    | -                                                                                 | -                                                                                 | -    | 0                                                                                 | -    |
| Veh in Median Storage, # | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Grade, %                 | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Peak Hour Factor         | 92   | 92                                                                                | 92                                                                                | 92   | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 5    | 88                                                                                | 114                                                                               | 17   | 9                                                                                 | 7    |

| Major/Minor          | Major1 | Major2 | Minor2        |
|----------------------|--------|--------|---------------|
| Conflicting Flow All | 132    | 0      | 0 222 123     |
| Stage 1              | -      | -      | - 123 -       |
| Stage 2              | -      | -      | - 99 -        |
| Critical Hdwy        | 4.12   | -      | - 6.42 6.22   |
| Critical Hdwy Stg 1  | -      | -      | - 5.42 -      |
| Critical Hdwy Stg 2  | -      | -      | - 5.42 -      |
| Follow-up Hdwy       | 2.218  | -      | - 3.518 3.318 |
| Pot Cap-1 Maneuver   | 1454   | -      | - 766 928     |
| Stage 1              | -      | -      | - 903 -       |
| Stage 2              | -      | -      | - 925 -       |
| Platoon blocked, %   | -      | -      | -             |
| Mov Cap-1 Maneuver   | 1454   | -      | - 763 928     |
| Mov Cap-2 Maneuver   | -      | -      | - 763 -       |
| Stage 1              | -      | -      | - 899 -       |
| Stage 2              | -      | -      | - 925 -       |

| Approach          | EB   | WB | SB   |
|-------------------|------|----|------|
| HCM Ctrl Dly, s/v | 0.44 | 0  | 9.44 |
| HCM LOS           |      |    | A    |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 105   | -   | -   | -   | 826   |
| HCM Lane V/C Ratio    | 0.004 | -   | -   | -   | 0.018 |
| HCM Ctrl Dly (s/v)    | 7.5   | 0   | -   | -   | 9.4   |
| HCM Lane LOS          | A     | A   | -   | -   | A     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   | 0.1   |

| Intersection             |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|--------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 4.8                                                                               |      |        |                                                                                   |                                                                                   |       |
| Movement                 | EBT                                                                               | EBR  | WBL    | WBT                                                                               | NBL                                                                               | NBR   |
| Lane Configurations      |  |      |        |  |  |       |
| Traffic Vol, veh/h       | 2                                                                                 | 102  | 1      | 4                                                                                 | 111                                                                               | 0     |
| Future Vol, veh/h        | 2                                                                                 | 102  | 1      | 4                                                                                 | 111                                                                               | 0     |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0      | 0                                                                                 | 0                                                                                 | 0     |
| Sign Control             | Free                                                                              | Free | Free   | Free                                                                              | Stop                                                                              | Stop  |
| RT Channelized           | -                                                                                 | None | -      | None                                                                              | -                                                                                 | None  |
| Storage Length           | -                                                                                 | -    | -      | -                                                                                 | 0                                                                                 | -     |
| Veh in Median Storage, # | 0                                                                                 | -    | -      | 0                                                                                 | 0                                                                                 | -     |
| Grade, %                 | 0                                                                                 | -    | -      | 0                                                                                 | 0                                                                                 | -     |
| Peak Hour Factor         | 92                                                                                | 92   | 92     | 92                                                                                | 92                                                                                | 92    |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2      | 2                                                                                 | 2                                                                                 | 2     |
| Mvmt Flow                | 2                                                                                 | 111  | 1      | 4                                                                                 | 121                                                                               | 0     |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Major/Minor              | Major1                                                                            |      | Major2 |                                                                                   | Minor1                                                                            |       |
| Conflicting Flow All     | 0                                                                                 | 0    | 113    | 0                                                                                 | 64                                                                                | 58    |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 58                                                                                | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 7                                                                                 | -     |
| Critical Hdwy            | -                                                                                 | -    | 4.12   | -                                                                                 | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -                                                                                 | -    | -      | -                                                                                 | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -                                                                                 | -    | -      | -                                                                                 | 5.42                                                                              | -     |
| Follow-up Hdwy           | -                                                                                 | -    | 2.218  | -                                                                                 | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | -                                                                                 | -    | 1476   | -                                                                                 | 942                                                                               | 1009  |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 965                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 1017                                                                              | -     |
| Platoon blocked, %       | -                                                                                 | -    |        | -                                                                                 |                                                                                   |       |
| Mov Cap-1 Maneuver       | -                                                                                 | -    | 1476   | -                                                                                 | 941                                                                               | 1009  |
| Mov Cap-2 Maneuver       | -                                                                                 | -    | -      | -                                                                                 | 941                                                                               | -     |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 965                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 1016                                                                              | -     |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Approach                 | EB                                                                                |      | WB     |                                                                                   | NB                                                                                |       |
| HCM Ctrl Dly, s/v        | 0                                                                                 |      | 1.49   |                                                                                   | 9.39                                                                              |       |
| HCM LOS                  | A                                                                                 |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT  | EBR    | WBL                                                                               | WBT                                                                               |       |
| Capacity (veh/h)         | 941                                                                               | -    | -      | 360                                                                               | -                                                                                 |       |
| HCM Lane V/C Ratio       | 0.128                                                                             | -    | -      | 0.001                                                                             | -                                                                                 |       |
| HCM Ctrl Dly (s/v)       | 9.4                                                                               | -    | -      | 7.4                                                                               | 0                                                                                 |       |
| HCM Lane LOS             | A                                                                                 | -    | -      | A                                                                                 | A                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.4                                                                               | -    | -      | 0                                                                                 | -                                                                                 |       |

HCM 7th TWSC  
6: E Grand Blvd & Park Driveway

04/17/2026

| Intersection             |                                                                                   |          |                                                                                   |        |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.1                                                                               |          |                                                                                   |        |                                                                                   |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR    | SBL                                                                               | SBT                                                                               |
| Lane Configurations      |  |          |  |        |  |  |
| Traffic Vol, veh/h       | 0                                                                                 | 6        | 630                                                                               | 11     | 3                                                                                 | 472                                                                               |
| Future Vol, veh/h        | 0                                                                                 | 6        | 630                                                                               | 11     | 3                                                                                 | 472                                                                               |
| 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                                                                                 | -        | -                                                                                 | -      | 50                                                                                | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -        | 0                                                                                 | -      | -                                                                                 | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -        | 0                                                                                 | -      | -                                                                                 | 0                                                                                 |
| Peak Hour Factor         | 92                                                                                | 92       | 92                                                                                | 92     | 92                                                                                | 92                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2        | 2                                                                                 | 2      | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 0                                                                                 | 7        | 685                                                                               | 12     | 3                                                                                 | 513                                                                               |
|                          |                                                                                   |          |                                                                                   |        |                                                                                   |                                                                                   |
| Major/Minor              | Minor1                                                                            | Major1   |                                                                                   | Major2 |                                                                                   |                                                                                   |
| Conflicting Flow All     | 954                                                                               | 348      | 0                                                                                 | 0      | 697                                                                               | 0                                                                                 |
| Stage 1                  | 691                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Stage 2                  | 263                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Critical Hdwy            | 6.84                                                                              | 6.94     | -                                                                                 | -      | 4.14                                                                              | -                                                                                 |
| Critical Hdwy Stg 1      | 5.84                                                                              | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 2      | 5.84                                                                              | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Follow-up Hdwy           | 3.52                                                                              | 3.32     | -                                                                                 | -      | 2.22                                                                              | -                                                                                 |
| Pot Cap-1 Maneuver       | 257                                                                               | 648      | -                                                                                 | -      | 895                                                                               | -                                                                                 |
| Stage 1                  | 459                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Stage 2                  | 757                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -      |                                                                                   | -                                                                                 |
| Mov Cap-1 Maneuver       | 256                                                                               | 648      | -                                                                                 | -      | 895                                                                               | -                                                                                 |
| Mov Cap-2 Maneuver       | 365                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Stage 1                  | 459                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Stage 2                  | 754                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
|                          |                                                                                   |          |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |          |                                                                                   |        |                                                                                   |                                                                                   |
| Approach                 | WB                                                                                | NB       |                                                                                   | SB     |                                                                                   |                                                                                   |
| HCM Ctrl Dly, s/v        | 10.61                                                                             | 0        |                                                                                   | 0.06   |                                                                                   |                                                                                   |
| HCM LOS                  | B                                                                                 |          |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |          |                                                                                   |        |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 | SBL                                                                               | SBT    |                                                                                   |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | -        | 648                                                                               | 895    | -                                                                                 |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | -        | 0.01                                                                              | 0.004  | -                                                                                 |                                                                                   |
| HCM Ctrl Dly (s/v)       | -                                                                                 | -        | 10.6                                                                              | 9      | -                                                                                 |                                                                                   |
| HCM Lane LOS             | -                                                                                 | -        | B                                                                                 | A      | -                                                                                 |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | -        | 0                                                                                 | 0      | -                                                                                 |                                                                                   |



# HCM 7th Signalized Intersection Summary

7: E Grand Blvd & 6th St

04/17/2026

|                                                                    |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                                           | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations                                                |  |  |  |  |  |  |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)                                             | 48                                                                                | 406                                                                               | 76                                                                                | 81                                                                                | 393                                                                               | 325                                                                               | 100                                                                                 | 245                                                                                 | 70                                                                                  | 178                                                                                 | 244                                                                                 | 39                                                                                  |
| Future Volume (veh/h)                                              | 48                                                                                | 406                                                                               | 76                                                                                | 81                                                                                | 393                                                                               | 325                                                                               | 100                                                                                 | 245                                                                                 | 70                                                                                  | 178                                                                                 | 244                                                                                 | 39                                                                                  |
| Initial Q (Qb), veh                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.                                                    | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)                                                | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                                              | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln                                             | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h                                               | 52                                                                                | 441                                                                               | 83                                                                                | 88                                                                                | 427                                                                               | 353                                                                               | 109                                                                                 | 266                                                                                 | 76                                                                                  | 193                                                                                 | 265                                                                                 | 42                                                                                  |
| 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, %                                               | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                                                         | 66                                                                                | 899                                                                               | 762                                                                               | 111                                                                               | 946                                                                               | 802                                                                               | 137                                                                                 | 411                                                                                 | 115                                                                                 | 226                                                                                 | 616                                                                                 | 96                                                                                  |
| Arrive On Green                                                    | 0.07                                                                              | 0.96                                                                              | 0.96                                                                              | 0.10                                                                              | 0.84                                                                              | 0.84                                                                              | 0.08                                                                                | 0.15                                                                                | 0.15                                                                                | 0.13                                                                                | 0.20                                                                                | 0.20                                                                                |
| Sat Flow, veh/h                                                    | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                                | 2742                                                                                | 768                                                                                 | 1781                                                                                | 3079                                                                                | 482                                                                                 |
| Grp Volume(v), veh/h                                               | 52                                                                                | 441                                                                               | 83                                                                                | 88                                                                                | 427                                                                               | 353                                                                               | 109                                                                                 | 170                                                                                 | 172                                                                                 | 193                                                                                 | 152                                                                                 | 155                                                                                 |
| Grp Sat Flow(s),veh/h/ln                                           | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                                | 1777                                                                                | 1732                                                                                | 1781                                                                                | 1777                                                                                | 1784                                                                                |
| Q Serve(g_s), s                                                    | 2.9                                                                               | 1.7                                                                               | 0.2                                                                               | 4.8                                                                               | 5.7                                                                               | 5.5                                                                               | 6.0                                                                                 | 9.0                                                                                 | 9.3                                                                                 | 10.6                                                                                | 7.5                                                                                 | 7.6                                                                                 |
| Cycle Q Clear(g_c), s                                              | 2.9                                                                               | 1.7                                                                               | 0.2                                                                               | 4.8                                                                               | 5.7                                                                               | 5.5                                                                               | 6.0                                                                                 | 9.0                                                                                 | 9.3                                                                                 | 10.6                                                                                | 7.5                                                                                 | 7.6                                                                                 |
| Prop In Lane                                                       | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.44                                                                                | 1.00                                                                                |                                                                                     | 0.27                                                                                |
| Lane Grp Cap(c), veh/h                                             | 66                                                                                | 899                                                                               | 762                                                                               | 111                                                                               | 946                                                                               | 802                                                                               | 137                                                                                 | 267                                                                                 | 260                                                                                 | 226                                                                                 | 355                                                                                 | 357                                                                                 |
| V/C Ratio(X)                                                       | 0.78                                                                              | 0.49                                                                              | 0.11                                                                              | 0.79                                                                              | 0.45                                                                              | 0.44                                                                              | 0.80                                                                                | 0.64                                                                                | 0.66                                                                                | 0.85                                                                                | 0.43                                                                                | 0.44                                                                                |
| Avail Cap(c_a), veh/h                                              | 160                                                                               | 899                                                                               | 762                                                                               | 160                                                                               | 946                                                                               | 802                                                                               | 232                                                                                 | 320                                                                                 | 312                                                                                 | 321                                                                                 | 409                                                                                 | 410                                                                                 |
| HCM Platoon Ratio                                                  | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 1.67                                                                              | 1.67                                                                              | 1.67                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)                                                 | 0.73                                                                              | 0.73                                                                              | 0.73                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh                                           | 45.9                                                                              | 1.0                                                                               | 1.0                                                                               | 44.1                                                                              | 4.3                                                                               | 4.3                                                                               | 45.4                                                                                | 40.0                                                                                | 40.1                                                                                | 42.8                                                                                | 35.0                                                                                | 35.1                                                                                |
| Incr Delay (d2), s/veh                                             | 5.4                                                                               | 1.4                                                                               | 0.2                                                                               | 9.5                                                                               | 1.6                                                                               | 1.8                                                                               | 3.9                                                                                 | 5.7                                                                                 | 6.5                                                                                 | 10.8                                                                                | 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(95%),veh/ln                                           | 2.4                                                                               | 1.3                                                                               | 0.2                                                                               | 4.2                                                                               | 3.6                                                                               | 3.0                                                                               | 5.0                                                                                 | 7.7                                                                                 | 7.8                                                                                 | 9.1                                                                                 | 6.1                                                                                 | 6.3                                                                                 |
| Unsig. Movement Delay, s/veh                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                                              | 51.3                                                                              | 2.4                                                                               | 1.2                                                                               | 53.6                                                                              | 5.8                                                                               | 6.0                                                                               | 49.3                                                                                | 45.6                                                                                | 46.6                                                                                | 53.5                                                                                | 36.7                                                                                | 36.8                                                                                |
| LnGrp LOS                                                          | D                                                                                 | A                                                                                 | A                                                                                 | D                                                                                 | A                                                                                 | A                                                                                 | D                                                                                   | D                                                                                   | D                                                                                   | D                                                                                   | D                                                                                   | D                                                                                   |
| Approach Vol, veh/h                                                | 576                                                                               |                                                                                   |                                                                                   |                                                                                   | 868                                                                               |                                                                                   | 451                                                                                 |                                                                                     |                                                                                     |                                                                                     | 500                                                                                 |                                                                                     |
| Approach Delay, s/veh                                              | 6.7                                                                               |                                                                                   |                                                                                   |                                                                                   | 10.7                                                                              |                                                                                   | 46.9                                                                                |                                                                                     |                                                                                     |                                                                                     | 43.2                                                                                |                                                                                     |
| Approach LOS                                                       | A                                                                                 |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   | D                                                                                   |                                                                                     |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| Timer - Assigned Phs                                               | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                                           | 10.2                                                                              | 53.1                                                                              | 11.7                                                                              | 25.0                                                                              | 7.7                                                                               | 55.6                                                                              | 16.7                                                                                | 20.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                                            | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s                                        | 9.0                                                                               | 37.0                                                                              | 13.0                                                                              | 23.0                                                                              | 9.0                                                                               | 37.0                                                                              | 18.0                                                                                | 18.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s                                       | 6.8                                                                               | 3.7                                                                               | 8.0                                                                               | 9.6                                                                               | 4.9                                                                               | 7.7                                                                               | 12.6                                                                                | 11.3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                                            | 0.0                                                                               | 6.8                                                                               | 0.1                                                                               | 2.5                                                                               | 0.0                                                                               | 9.1                                                                               | 0.1                                                                                 | 1.7                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh                                       | 23.4                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                                                        | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved pedestrian interval to be less than phase max green. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

9.3 FB Sat Future without Project - Sat MD 12:00 pm 04/17/2026  
GTC

Synchro 12 Report  
Page 7

| Intersection             |        |        |      |        |       |      |
|--------------------------|--------|--------|------|--------|-------|------|
| Int Delay, s/veh         | 0.1    |        |      |        |       |      |
| Movement                 | EBL    | EBT    | WBT  | WBR    | SBL   | SBR  |
| Lane Configurations      |        | ↑↑     | ↑↑   |        |       | ↗    |
| Traffic Vol, veh/h       | 5      | 651    | 827  | 5      | 4     | 4    |
| Future Vol, veh/h        | 5      | 651    | 827  | 5      | 4     | 4    |
| Conflicting Peds, #/hr   | 0      | 0      | 0    | 0      | 0     | 0    |
| Sign Control             | Free   | Free   | Free | Free   | Stop  | Stop |
| RT Channelized           | -      | None   | -    | None   | -     | None |
| Storage Length           | -      | -      | -    | -      | -     | 0    |
| Veh in Median Storage, # | -      | 0      | 0    | -      | 0     | -    |
| Grade, %                 | -      | 0      | 0    | -      | 0     | -    |
| Peak Hour Factor         | 92     | 92     | 92   | 92     | 92    | 92   |
| Heavy Vehicles, %        | 2      | 2      | 2    | 2      | 2     | 2    |
| Mvmt Flow                | 5      | 708    | 899  | 5      | 4     | 4    |
|                          |        |        |      |        |       |      |
| Major/Minor              | Major1 | Major2 |      | Minor2 |       |      |
| Conflicting Flow All     | 904    | 0      | -    | 0      | 1266  | 452  |
| Stage 1                  | -      | -      | -    | -      | 902   | -    |
| Stage 2                  | -      | -      | -    | -      | 365   | -    |
| Critical Hdwy            | 4.14   | -      | -    | -      | 6.84  | 6.94 |
| Critical Hdwy Stg 1      | -      | -      | -    | -      | 5.84  | -    |
| Critical Hdwy Stg 2      | -      | -      | -    | -      | 5.84  | -    |
| Follow-up Hdwy           | 2.22   | -      | -    | -      | 3.52  | 3.32 |
| Pot Cap-1 Maneuver       | 748    | -      | -    | -      | 161   | 555  |
| Stage 1                  | -      | -      | -    | -      | 356   | -    |
| Stage 2                  | -      | -      | -    | -      | 673   | -    |
| Platoon blocked, %       |        | -      | -    | -      |       |      |
| Mov Cap-1 Maneuver       | 748    | -      | -    | -      | 159   | 555  |
| Mov Cap-2 Maneuver       | -      | -      | -    | -      | 159   | -    |
| Stage 1                  | -      | -      | -    | -      | 353   | -    |
| Stage 2                  | -      | -      | -    | -      | 673   | -    |
|                          |        |        |      |        |       |      |
|                          |        |        |      |        |       |      |
| Approach                 | EB     | WB     |      | SB     |       |      |
| HCM Ctrl Dly, s/v        | 0.08   | 0      |      | 11.54  |       |      |
| HCM LOS                  | B      |        |      |        |       |      |
|                          |        |        |      |        |       |      |
|                          |        |        |      |        |       |      |
| Minor Lane/Major Mvmt    | EBL    | EBT    | WBT  | WBR    | SBLn1 |      |
| Capacity (veh/h)         | 748    | -      | -    | -      | 555   |      |
| HCM Lane V/C Ratio       | 0.007  | -      | -    | -      | 0.008 |      |
| HCM Ctrl Dly (s/v)       | 9.8    | -      | -    | -      | 11.5  |      |
| HCM Lane LOS             | A      | -      | -    | -      | B     |      |
| HCM 95th %tile Q(veh)    | 0      | -      | -    | -      | 0     |      |

# HCM 7th Signalized Intersection Summary

9: Rimpau Ave & 6th St

04/17/2026

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 5                                                                                 | 502                                                                               | 135                                                                               | 66                                                                                | 650                                                                               | 35                                                                                | 171                                                                                 | 65                                                                                  | 112                                                                                 | 53                                                                                  | 50                                                                                  | 8                                                                                   |
| Future Volume (veh/h)        | 5                                                                                 | 502                                                                               | 135                                                                               | 66                                                                                | 650                                                                               | 35                                                                                | 171                                                                                 | 65                                                                                  | 112                                                                                 | 53                                                                                  | 50                                                                                  | 8                                                                                   |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 5                                                                                 | 546                                                                               | 147                                                                               | 72                                                                                | 707                                                                               | 38                                                                                | 186                                                                                 | 71                                                                                  | 122                                                                                 | 58                                                                                  | 54                                                                                  | 9                                                                                   |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 12                                                                                | 1616                                                                              | 433                                                                               | 94                                                                                | 2158                                                                              | 116                                                                               | 304                                                                                 | 86                                                                                  | 148                                                                                 | 176                                                                                 | 155                                                                                 | 26                                                                                  |
| Arrive On Green              | 0.00                                                                              | 0.19                                                                              | 0.19                                                                              | 0.05                                                                              | 0.63                                                                              | 0.63                                                                              | 0.08                                                                                | 0.14                                                                                | 0.14                                                                                | 0.04                                                                                | 0.10                                                                                | 0.10                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 2770                                                                              | 743                                                                               | 1781                                                                              | 3430                                                                              | 184                                                                               | 1781                                                                                | 618                                                                                 | 1062                                                                                | 1781                                                                                | 1563                                                                                | 260                                                                                 |
| Grp Volume(v), veh/h         | 5                                                                                 | 349                                                                               | 344                                                                               | 72                                                                                | 366                                                                               | 379                                                                               | 186                                                                                 | 0                                                                                   | 193                                                                                 | 58                                                                                  | 0                                                                                   | 63                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1737                                                                              | 1781                                                                              | 1777                                                                              | 1837                                                                              | 1781                                                                                | 0                                                                                   | 1679                                                                                | 1781                                                                                | 0                                                                                   | 1823                                                                                |
| Q Serve(g_s), s              | 0.3                                                                               | 17.0                                                                              | 17.1                                                                              | 4.0                                                                               | 9.6                                                                               | 9.6                                                                               | 8.0                                                                                 | 0.0                                                                                 | 11.2                                                                                | 2.9                                                                                 | 0.0                                                                                 | 3.2                                                                                 |
| Cycle Q Clear(g_c), s        | 0.3                                                                               | 17.0                                                                              | 17.1                                                                              | 4.0                                                                               | 9.6                                                                               | 9.6                                                                               | 8.0                                                                                 | 0.0                                                                                 | 11.2                                                                                | 2.9                                                                                 | 0.0                                                                                 | 3.2                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.43                                                                              | 1.00                                                                              |                                                                                   | 0.10                                                                              | 1.00                                                                                |                                                                                     | 0.63                                                                                | 1.00                                                                                |                                                                                     | 0.14                                                                                |
| Lane Grp Cap(c), veh/h       | 12                                                                                | 1036                                                                              | 1013                                                                              | 94                                                                                | 1118                                                                              | 1156                                                                              | 304                                                                                 | 0                                                                                   | 234                                                                                 | 176                                                                                 | 0                                                                                   | 181                                                                                 |
| V/C Ratio(X)                 | 0.43                                                                              | 0.34                                                                              | 0.34                                                                              | 0.77                                                                              | 0.33                                                                              | 0.33                                                                              | 0.61                                                                                | 0.00                                                                                | 0.83                                                                                | 0.33                                                                                | 0.00                                                                                | 0.35                                                                                |
| Avail Cap(c_a), veh/h        | 321                                                                               | 1036                                                                              | 1013                                                                              | 321                                                                               | 1118                                                                              | 1156                                                                              | 304                                                                                 | 0                                                                                   | 336                                                                                 | 247                                                                                 | 0                                                                                   | 365                                                                                 |
| HCM Platoon Ratio            | 0.33                                                                              | 0.33                                                                              | 0.33                                                                              | 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                                                                              | 0.81                                                                                | 0.00                                                                                | 0.81                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 49.7                                                                              | 23.7                                                                              | 23.7                                                                              | 46.8                                                                              | 8.7                                                                               | 8.7                                                                               | 36.7                                                                                | 0.0                                                                                 | 41.9                                                                                | 38.6                                                                                | 0.0                                                                                 | 42.0                                                                                |
| Incr Delay (d2), s/veh       | 23.5                                                                              | 0.9                                                                               | 0.9                                                                               | 12.2                                                                              | 0.8                                                                               | 0.8                                                                               | 2.9                                                                                 | 0.0                                                                                 | 10.7                                                                                | 1.1                                                                                 | 0.0                                                                                 | 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(95%),veh/ln     | 0.4                                                                               | 13.0                                                                              | 12.8                                                                              | 3.7                                                                               | 6.6                                                                               | 6.8                                                                               | 1.1                                                                                 | 0.0                                                                                 | 8.7                                                                                 | 2.4                                                                                 | 0.0                                                                                 | 2.7                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 73.2                                                                              | 24.6                                                                              | 24.6                                                                              | 59.0                                                                              | 9.4                                                                               | 9.4                                                                               | 39.6                                                                                | 0.0                                                                                 | 52.6                                                                                | 39.7                                                                                | 0.0                                                                                 | 43.7                                                                                |
| LnGrp LOS                    | E                                                                                 | C                                                                                 | C                                                                                 | E                                                                                 | A                                                                                 | A                                                                                 | D                                                                                   |                                                                                     | D                                                                                   | D                                                                                   |                                                                                     | D                                                                                   |
| Approach Vol, veh/h          | 698                                                                               |                                                                                   |                                                                                   | 817                                                                               |                                                                                   |                                                                                   | 379                                                                                 |                                                                                     |                                                                                     | 121                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 25.0                                                                              |                                                                                   |                                                                                   | 13.8                                                                              |                                                                                   |                                                                                   | 46.2                                                                                |                                                                                     |                                                                                     | 41.7                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | D                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 9.3                                                                               | 63.8                                                                              | 8.0                                                                               | 18.9                                                                              | 4.6                                                                               | 68.4                                                                              | 12.0                                                                                | 14.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.5                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.5                                                                               | 4.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 18.0                                                                              | 35.5                                                                              | 8.0                                                                               | 20.0                                                                              | 18.0                                                                              | 35.5                                                                              | 8.0                                                                                 | 20.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 6.0                                                                               | 19.1                                                                              | 4.9                                                                               | 13.2                                                                              | 2.3                                                                               | 11.6                                                                              | 10.0                                                                                | 5.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.1                                                                               | 6.9                                                                               | 0.0                                                                               | 0.7                                                                               | 0.0                                                                               | 9.0                                                                               | 0.0                                                                                 | 0.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 25.4                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

9.3 FB Sat Future without Project - Sat MD 12:00 pm 04/17/2026  
GTC

Synchro 12 Report  
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HCM 7th TWSC  
10: Park Driveway (East) & Quarry St

04/17/2026

| Intersection             |                                                                                   |      |      |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.3                                                                               |      |      |                                                                                   |                                                                                   |      |
| Movement                 | EBT                                                                               | EBR  | WBL  | WBT                                                                               | NBL                                                                               | NBR  |
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 87                                                                                | 11   | 2    | 117                                                                               | 4                                                                                 | 2    |
| Future Vol, veh/h        | 87                                                                                | 11   | 2    | 117                                                                               | 4                                                                                 | 2    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Free                                                                              | Free | Free | Free                                                                              | Stop                                                                              | Stop |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | -                                                                                 | -    | -    | -                                                                                 | 0                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92   | 92   | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2    | 2                                                                                 | 2                                                                                 | 2    |
| Mvmt Flow                | 95                                                                                | 12   | 2    | 127                                                                               | 4                                                                                 | 2    |

| Major/Minor          | Major1 | Major2 | Minor1 |   |       |       |
|----------------------|--------|--------|--------|---|-------|-------|
| Conflicting Flow All | 0      | 0      | 107    | 0 | 232   | 101   |
| Stage 1              | -      | -      | -      | - | 101   | -     |
| Stage 2              | -      | -      | -      | - | 132   | -     |
| Critical Hdwy        | -      | -      | 4.12   | - | 6.42  | 6.22  |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.42  | -     |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.42  | -     |
| Follow-up Hdwy       | -      | -      | 2.218  | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver   | -      | -      | 1484   | - | 756   | 955   |
| Stage 1              | -      | -      | -      | - | 923   | -     |
| Stage 2              | -      | -      | -      | - | 895   | -     |
| Platoon blocked, %   | -      | -      | -      | - | -     | -     |
| Mov Cap-1 Maneuver   | -      | -      | 1484   | - | 755   | 955   |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 755   | -     |
| Stage 1              | -      | -      | -      | - | 923   | -     |
| Stage 2              | -      | -      | -      | - | 893   | -     |

| Approach          | EB | WB   | NB   |
|-------------------|----|------|------|
| HCM Ctrl Dly, s/v | 0  | 0.12 | 9.47 |
| HCM LOS           |    |      | A    |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 812   | -   | -   | 30    | -   |
| HCM Lane V/C Ratio    | 0.008 | -   | -   | 0.001 | -   |
| HCM Ctrl Dly (s/v)    | 9.5   | -   | -   | 7.4   | 0   |
| HCM Lane LOS          | A     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 0     | -   |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.7  |      |      |      |      |      |
| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations      | W    |      | T    |      |      | T    |
| Traffic Vol, veh/h       | 15   | 1    | 107  | 14   | 2    | 101  |
| Future Vol, veh/h        | 15   | 1    | 107  | 14   | 2    | 101  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | 0    | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 16   | 1    | 116  | 15   | 2    | 110  |

| Major/Minor          | Minor1 | Major1 | Major2 |   |       |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 238    | 124    | 0      | 0 | 132   |
| Stage 1              | 124    | -      | -      | - | -     |
| Stage 2              | 114    | -      | -      | - | -     |
| Critical Hdwy        | 6.42   | 6.22   | -      | - | 4.12  |
| Critical Hdwy Stg 1  | 5.42   | -      | -      | - | -     |
| Critical Hdwy Stg 2  | 5.42   | -      | -      | - | -     |
| Follow-up Hdwy       | 3.518  | 3.318  | -      | - | 2.218 |
| Pot Cap-1 Maneuver   | 750    | 927    | -      | - | 1454  |
| Stage 1              | 902    | -      | -      | - | -     |
| Stage 2              | 911    | -      | -      | - | -     |
| Platoon blocked, %   |        |        | -      | - | -     |
| Mov Cap-1 Maneuver   | 749    | 927    | -      | - | 1454  |
| Mov Cap-2 Maneuver   | 749    | -      | -      | - | -     |
| Stage 1              | 902    | -      | -      | - | -     |
| Stage 2              | 909    | -      | -      | - | -     |

| Approach          | WB   | NB | SB   |
|-------------------|------|----|------|
| HCM Ctrl Dly, s/v | 9.86 | 0  | 0.15 |
| HCM LOS           | A    |    |      |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT   |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h)      | -   | -        | 758   | 35    |
| HCM Lane V/C Ratio    | -   | -        | 0.023 | 0.001 |
| HCM Ctrl Dly (s/v)    | -   | -        | 9.9   | 7.5   |
| HCM Lane LOS          | -   | -        | A     | A     |
| HCM 95th %tile Q(veh) | -   | -        | 0.1   | 0     |

| Intersection             |        |        |      |        |       |       |
|--------------------------|--------|--------|------|--------|-------|-------|
| Int Delay, s/veh         | 0      |        |      |        |       |       |
| Movement                 | EBL    | EBT    | WBT  | WBR    | SBL   | SBR   |
| Lane Configurations      |        | ↑↑     | ↑↑   |        |       | ↗     |
| Traffic Vol, veh/h       | 6      | 646    | 831  | 2      | 0     | 1     |
| Future Vol, veh/h        | 6      | 646    | 831  | 2      | 0     | 1     |
| Conflicting Peds, #/hr   | 0      | 0      | 0    | 0      | 0     | 0     |
| Sign Control             | Free   | Free   | Free | Free   | Stop  | Stop  |
| RT Channelized           | -      | None   | -    | None   | -     | None  |
| Storage Length           | -      | -      | -    | -      | -     | 0     |
| Veh in Median Storage, # | -      | 0      | 0    | -      | 0     | -     |
| Grade, %                 | -      | 0      | 0    | -      | 0     | -     |
| Peak Hour Factor         | 92     | 92     | 92   | 92     | 92    | 92    |
| Heavy Vehicles, %        | 2      | 2      | 2    | 2      | 2     | 2     |
| Mvmt Flow                | 7      | 702    | 903  | 2      | 0     | 1     |
|                          |        |        |      |        |       |       |
| Major/Minor              | Major1 | Major2 |      | Minor2 |       |       |
| Conflicting Flow All     | 905    | 0      | -    | 0      | -     | 453   |
| Stage 1                  | -      | -      | -    | -      | -     | -     |
| Stage 2                  | -      | -      | -    | -      | -     | -     |
| Critical Hdwy            | 4.14   | -      | -    | -      | -     | 6.94  |
| Critical Hdwy Stg 1      | -      | -      | -    | -      | -     | -     |
| Critical Hdwy Stg 2      | -      | -      | -    | -      | -     | -     |
| Follow-up Hdwy           | 2.22   | -      | -    | -      | -     | 3.32  |
| Pot Cap-1 Maneuver       | 747    | -      | -    | -      | 0     | 554   |
| Stage 1                  | -      | -      | -    | -      | 0     | -     |
| Stage 2                  | -      | -      | -    | -      | 0     | -     |
| Platoon blocked, %       |        | -      | -    | -      |       |       |
| Mov Cap-1 Maneuver       | 747    | -      | -    | -      | -     | 554   |
| Mov Cap-2 Maneuver       | -      | -      | -    | -      | -     | -     |
| Stage 1                  | -      | -      | -    | -      | -     | -     |
| Stage 2                  | -      | -      | -    | -      | -     | -     |
|                          |        |        |      |        |       |       |
|                          |        |        |      |        |       |       |
| Approach                 | EB     | WB     |      | SB     |       |       |
| HCM Ctrl Dly, s/v        | 0.09   | 0      |      | 11.51  |       |       |
| HCM LOS                  | B      |        |      |        |       |       |
|                          |        |        |      |        |       |       |
| Minor Lane/Major Mvmt    | EBL    | EBT    | WBT  | WBR    | SBLn1 |       |
| Capacity (veh/h)         | 747    | -      | -    | -      | -     | 554   |
| HCM Lane V/C Ratio       | 0.009  | -      | -    | -      | -     | 0.002 |
| HCM Ctrl Dly (s/v)       | 9.9    | -      | -    | -      | -     | 11.5  |
| HCM Lane LOS             | A      | -      | -    | -      | -     | B     |
| HCM 95th %tile Q(veh)    | 0      | -      | -    | -      | -     | 0     |

# HCM 7th Signalized Intersection Summary

13: N Main St & Grand Blvd

04/17/2026

|                                                                    |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                                           | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations                                                |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)                                             | 231                                                                               | 117                                                                               | 115                                                                               | 210                                                                               | 111                                                                               | 214                                                                               | 190                                                                                 | 751                                                                                 | 75                                                                                  | 154                                                                                 | 901                                                                                 | 274                                                                                 |
| Future Volume (veh/h)                                              | 231                                                                               | 117                                                                               | 115                                                                               | 210                                                                               | 111                                                                               | 214                                                                               | 190                                                                                 | 751                                                                                 | 75                                                                                  | 154                                                                                 | 901                                                                                 | 274                                                                                 |
| Initial Q (Qb), veh                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.                                                    | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)                                                | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                                              | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln                                             | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h                                               | 251                                                                               | 127                                                                               | 125                                                                               | 228                                                                               | 121                                                                               | 233                                                                               | 207                                                                                 | 816                                                                                 | 82                                                                                  | 167                                                                                 | 979                                                                                 | 298                                                                                 |
| 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, %                                               | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                                                         | 288                                                                               | 565                                                                               | 372                                                                               | 282                                                                               | 559                                                                               | 381                                                                               | 262                                                                                 | 1751                                                                                | 781                                                                                 | 148                                                                                 | 1942                                                                                | 590                                                                                 |
| Arrive On Green                                                    | 0.08                                                                              | 0.16                                                                              | 0.16                                                                              | 0.08                                                                              | 0.16                                                                              | 0.16                                                                              | 0.08                                                                                | 0.49                                                                                | 0.49                                                                                | 0.08                                                                                | 0.50                                                                                | 0.50                                                                                |
| Sat Flow, veh/h                                                    | 3456                                                                              | 3554                                                                              | 1585                                                                              | 3456                                                                              | 3554                                                                              | 1585                                                                              | 3456                                                                                | 3554                                                                                | 1585                                                                                | 1781                                                                                | 3882                                                                                | 1180                                                                                |
| Grp Volume(v), veh/h                                               | 251                                                                               | 127                                                                               | 125                                                                               | 228                                                                               | 121                                                                               | 233                                                                               | 207                                                                                 | 816                                                                                 | 82                                                                                  | 167                                                                                 | 858                                                                                 | 419                                                                                 |
| Grp Sat Flow(s),veh/h/ln                                           | 1728                                                                              | 1777                                                                              | 1585                                                                              | 1728                                                                              | 1777                                                                              | 1585                                                                              | 1728                                                                                | 1777                                                                                | 1585                                                                                | 1781                                                                                | 1702                                                                                | 1658                                                                                |
| Q Serve(g_s), s                                                    | 8.6                                                                               | 3.7                                                                               | 7.9                                                                               | 7.8                                                                               | 3.6                                                                               | 15.7                                                                              | 7.1                                                                                 | 18.1                                                                                | 3.3                                                                                 | 10.0                                                                                | 20.2                                                                                | 20.3                                                                                |
| Cycle Q Clear(g_c), s                                              | 8.6                                                                               | 3.7                                                                               | 7.9                                                                               | 7.8                                                                               | 3.6                                                                               | 15.7                                                                              | 7.1                                                                                 | 18.1                                                                                | 3.3                                                                                 | 10.0                                                                                | 20.2                                                                                | 20.3                                                                                |
| Prop In Lane                                                       | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.71                                                                                |
| Lane Grp Cap(c), veh/h                                             | 288                                                                               | 565                                                                               | 372                                                                               | 282                                                                               | 559                                                                               | 381                                                                               | 262                                                                                 | 1751                                                                                | 781                                                                                 | 148                                                                                 | 1703                                                                                | 829                                                                                 |
| V/C Ratio(X)                                                       | 0.87                                                                              | 0.22                                                                              | 0.34                                                                              | 0.81                                                                              | 0.22                                                                              | 0.61                                                                              | 0.79                                                                                | 0.47                                                                                | 0.10                                                                                | 1.13                                                                                | 0.50                                                                                | 0.50                                                                                |
| Avail Cap(c_a), veh/h                                              | 288                                                                               | 1125                                                                              | 622                                                                               | 288                                                                               | 859                                                                               | 515                                                                               | 288                                                                                 | 1751                                                                                | 781                                                                                 | 148                                                                                 | 1703                                                                                | 829                                                                                 |
| HCM Platoon Ratio                                                  | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)                                                 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.88                                                                              | 0.88                                                                              | 0.88                                                                              | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh                                           | 54.4                                                                              | 44.0                                                                              | 38.1                                                                              | 54.2                                                                              | 44.1                                                                              | 40.6                                                                              | 54.5                                                                                | 20.0                                                                                | 16.3                                                                                | 55.0                                                                                | 20.0                                                                                | 20.0                                                                                |
| Incr Delay (d2), s/veh                                             | 23.1                                                                              | 0.2                                                                               | 0.5                                                                               | 12.8                                                                              | 0.2                                                                               | 1.4                                                                               | 10.8                                                                                | 0.9                                                                                 | 0.3                                                                                 | 111.4                                                                               | 1.1                                                                                 | 2.2                                                                                 |
| Initial Q Delay(d3), s/veh                                         | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln                                           | 8.2                                                                               | 3.0                                                                               | 5.6                                                                               | 6.9                                                                               | 2.9                                                                               | 10.1                                                                              | 6.2                                                                                 | 12.1                                                                                | 2.3                                                                                 | 14.6                                                                                | 12.8                                                                                | 12.9                                                                                |
| Unsig. Movement Delay, s/veh                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                                              | 77.5                                                                              | 44.2                                                                              | 38.7                                                                              | 66.9                                                                              | 44.3                                                                              | 42.0                                                                              | 65.3                                                                                | 20.9                                                                                | 16.5                                                                                | 166.4                                                                               | 21.1                                                                                | 22.2                                                                                |
| LnGrp LOS                                                          | E                                                                                 | D                                                                                 | D                                                                                 | E                                                                                 | D                                                                                 | D                                                                                 | E                                                                                   | C                                                                                   | B                                                                                   | F                                                                                   | C                                                                                   | C                                                                                   |
| Approach Vol, veh/h                                                | 503                                                                               |                                                                                   |                                                                                   |                                                                                   | 582                                                                               |                                                                                   |                                                                                     |                                                                                     | 1105                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay, s/veh                                              | 59.4                                                                              |                                                                                   |                                                                                   |                                                                                   | 52.2                                                                              |                                                                                   |                                                                                     |                                                                                     | 28.9                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                                                       | E                                                                                 |                                                                                   |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Timer - Assigned Phs                                               | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                                           | 15.0                                                                              | 65.1                                                                              | 14.8                                                                              | 25.1                                                                              | 14.1                                                                              | 66.0                                                                              | 15.0                                                                                | 24.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                                            | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                                 | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s                                        | 10.0                                                                              | 40.0                                                                              | 10.0                                                                              | 38.0                                                                              | 10.0                                                                              | 40.0                                                                              | 10.0                                                                                | 29.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s                                       | 12.0                                                                              | 20.1                                                                              | 9.8                                                                               | 9.9                                                                               | 9.1                                                                               | 22.3                                                                              | 10.6                                                                                | 17.7                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                                            | 0.0                                                                               | 8.1                                                                               | 0.0                                                                               | 1.2                                                                               | 0.0                                                                               | 10.8                                                                              | 0.0                                                                                 | 1.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh                                       | 40.6                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                                                        | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved pedestrian interval to be less than phase max green. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved changes to right turn type.                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

9.3 FB Sat Future without Project - Sat MD 12:00 pm 04/17/2026  
GTC

Synchro 12 Report  
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# HCM 7th Signalized Intersection Summary

## 14: N Main St & SR 91 WB Ramps

04/17/2026



| Movement                                                             | EBL | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|----------------------------------------------------------------------|-----|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations                                                  |     |      |      | ↰    | ↰    | ↰    | ↰    | ↰    |      |      | ↰    | ↰    |
| Traffic Volume (veh/h)                                               | 0   | 0    | 0    | 316  | 106  | 417  | 187  | 613  | 0    | 0    | 772  | 448  |
| Future Volume (veh/h)                                                | 0   | 0    | 0    | 316  | 106  | 417  | 187  | 613  | 0    | 0    | 772  | 448  |
| Initial Q (Qb), veh                                                  |     |      |      | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.                                                      |     |      |      | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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                                               |     |      |      | 1870 | 1870 | 1870 | 1870 | 1870 | 0    | 0    | 1870 | 1870 |
| Adj Flow Rate, veh/h                                                 |     |      |      | 229  | 275  | 453  | 203  | 666  | 0    | 0    | 839  | 487  |
| Peak Hour Factor                                                     |     |      |      | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %                                                 |     |      |      | 2    | 2    | 2    | 2    | 2    | 0    | 0    | 2    | 2    |
| Cap, veh/h                                                           |     |      |      | 314  | 329  | 558  | 282  | 3572 | 0    | 0    | 2713 | 891  |
| Arrive On Green                                                      |     |      |      | 0.18 | 0.18 | 0.18 | 0.16 | 1.00 | 0.00 | 0.00 | 0.56 | 0.56 |
| Sat Flow, veh/h                                                      |     |      |      | 1781 | 1870 | 3170 | 3456 | 5274 | 0    | 0    | 5087 | 1585 |
| Grp Volume(v), veh/h                                                 |     |      |      | 229  | 275  | 453  | 203  | 666  | 0    | 0    | 839  | 487  |
| Grp Sat Flow(s),veh/h/ln                                             |     |      |      | 1781 | 1870 | 1585 | 1728 | 1702 | 0    | 0    | 1609 | 1585 |
| Q Serve(g_s), s                                                      |     |      |      | 10.9 | 12.8 | 12.4 | 5.0  | 0.0  | 0.0  | 0.0  | 8.3  | 17.5 |
| Cycle Q Clear(g_c), s                                                |     |      |      | 10.9 | 12.8 | 12.4 | 5.0  | 0.0  | 0.0  | 0.0  | 8.3  | 17.5 |
| Prop In Lane                                                         |     |      |      | 1.00 |      | 1.00 | 1.00 |      | 0.00 | 0.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h                                               |     |      |      | 314  | 329  | 558  | 282  | 3572 | 0    | 0    | 2713 | 891  |
| V/C Ratio(X)                                                         |     |      |      | 0.73 | 0.84 | 0.81 | 0.72 | 0.19 | 0.00 | 0.00 | 0.31 | 0.55 |
| Avail Cap(c_a), veh/h                                                |     |      |      | 360  | 378  | 641  | 1075 | 3572 | 0    | 0    | 2713 | 891  |
| HCM Platoon Ratio                                                    |     |      |      | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)                                                   |     |      |      | 1.00 | 1.00 | 1.00 | 0.98 | 0.98 | 0.00 | 0.00 | 0.87 | 0.87 |
| Uniform Delay (d), s/veh                                             |     |      |      | 35.1 | 35.8 | 35.6 | 36.7 | 0.0  | 0.0  | 0.0  | 10.4 | 12.4 |
| Incr Delay (d2), s/veh                                               |     |      |      | 4.9  | 11.9 | 6.0  | 1.3  | 0.1  | 0.0  | 0.0  | 0.3  | 2.1  |
| Initial Q Delay(d3), s/veh                                           |     |      |      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln                                             |     |      |      | 8.8  | 11.1 | 8.9  | 3.6  | 0.1  | 0.0  | 0.0  | 5.0  | 10.0 |
| Unsig. Movement Delay, s/veh                                         |     |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh                                                |     |      |      | 40.0 | 47.7 | 41.6 | 37.9 | 0.1  | 0.0  | 0.0  | 10.7 | 14.5 |
| LnGrp LOS                                                            |     |      |      | D    | D    | D    | D    | A    |      |      | B    | B    |
| Approach Vol, veh/h                                                  |     |      |      |      | 957  |      |      | 869  |      |      | 1326 |      |
| Approach Delay, s/veh                                                |     |      |      |      | 43.0 |      |      | 8.9  |      |      | 12.1 |      |
| Approach LOS                                                         |     |      |      |      | D    |      |      | A    |      |      | B    |      |
| Timer - Assigned Phs                                                 |     | 2    |      |      | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s                                             |     | 68.4 |      |      | 12.4 | 56.0 |      | 21.6 |      |      |      |      |
| Change Period (Y+Rc), s                                              |     | 5.4  |      |      | 5.0  | 5.4  |      | 5.8  |      |      |      |      |
| Max Green Setting (Gmax), s                                          |     | 60.6 |      |      | 28.0 | 26.6 |      | 18.2 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s                                         |     | 2.0  |      |      | 7.0  | 19.5 |      | 14.8 |      |      |      |      |
| Green Ext Time (p_c), s                                              |     | 3.5  |      |      | 0.3  | 3.8  |      | 1.1  |      |      |      |      |
| Intersection Summary                                                 |     |      |      |      |      |      |      |      |      |      |      |      |
| HCM 7th Control Delay, s/veh                                         |     |      | 20.6 |      |      |      |      |      |      |      |      |      |
| HCM 7th LOS                                                          |     |      | C    |      |      |      |      |      |      |      |      |      |
| Notes                                                                |     |      |      |      |      |      |      |      |      |      |      |      |
| User approved volume balancing among the lanes for turning movement. |     |      |      |      |      |      |      |      |      |      |      |      |



# HCM 7th Signalized Intersection Summary 15: S Main St/N Main St & SR 91 EB Ramps

04/17/2026



| Movement                       | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL | WBT  | WBR | NBL  | NBT                                                                               | NBR                                                                               | SBL                                                                                | SBT                                                                                 | SBR                                                                                 |
|--------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----|------|-----|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Configurations            |  |  |  |     |      |     |      |  |  |  |  |  |
| Traffic Volume (veh/h)         | 265                                                                               | 7                                                                                 | 226                                                                               | 0   | 0    | 0   | 0    | 524                                                                               | 508                                                                               | 421                                                                                | 682                                                                                 | 0                                                                                   |
| Future Volume (veh/h)          | 265                                                                               | 7                                                                                 | 226                                                                               | 0   | 0    | 0   | 0    | 524                                                                               | 508                                                                               | 421                                                                                | 682                                                                                 | 0                                                                                   |
| Initial Q (Qb), veh            | 0                                                                                 | 0                                                                                 | 0                                                                                 |     |      |     | 0    | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.                | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |     |      |     | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                |
| 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         | 1870                                                                              | 1870                                                                              | 1870                                                                              |     |      |     | 0    | 1870                                                                              | 1870                                                                              | 1870                                                                               | 1870                                                                                | 0                                                                                   |
| Adj Flow Rate, veh/h           | 294                                                                               | 0                                                                                 | 246                                                                               |     |      |     | 0    | 570                                                                               | 552                                                                               | 458                                                                                | 741                                                                                 | 0                                                                                   |
| Peak Hour Factor               | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |     |      |     | 0.92 | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %           | 2                                                                                 | 2                                                                                 | 2                                                                                 |     |      |     | 0    | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 0                                                                                   |
| Cap, veh/h                     | 396                                                                               | 0                                                                                 | 353                                                                               |     |      |     | 0    | 4186                                                                              | 876                                                                               | 540                                                                                | 3902                                                                                | 0                                                                                   |
| Arrive On Green                | 0.11                                                                              | 0.00                                                                              | 0.11                                                                              |     |      |     | 0.00 | 0.55                                                                              | 0.55                                                                              | 0.21                                                                               | 1.00                                                                                | 0.00                                                                                |
| Sat Flow, veh/h                | 3563                                                                              | 0                                                                                 | 3170                                                                              |     |      |     | 0    | 7930                                                                              | 1585                                                                              | 3456                                                                               | 5274                                                                                | 0                                                                                   |
| Grp Volume(v), veh/h           | 294                                                                               | 0                                                                                 | 246                                                                               |     |      |     | 0    | 570                                                                               | 552                                                                               | 458                                                                                | 741                                                                                 | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln       | 1781                                                                              | 0                                                                                 | 1585                                                                              |     |      |     | 0    | 1515                                                                              | 1585                                                                              | 1728                                                                               | 1702                                                                                | 0                                                                                   |
| Q Serve(g_s), s                | 7.2                                                                               | 0.0                                                                               | 6.7                                                                               |     |      |     | 0.0  | 3.3                                                                               | 21.5                                                                              | 11.5                                                                               | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s          | 7.2                                                                               | 0.0                                                                               | 6.7                                                                               |     |      |     | 0.0  | 3.3                                                                               | 21.5                                                                              | 11.5                                                                               | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |     |      |     | 0.00 |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 0.00                                                                                |
| Lane Grp Cap(c), veh/h         | 396                                                                               | 0                                                                                 | 353                                                                               |     |      |     | 0    | 4186                                                                              | 876                                                                               | 540                                                                                | 3902                                                                                | 0                                                                                   |
| V/C Ratio(X)                   | 0.74                                                                              | 0.00                                                                              | 0.70                                                                              |     |      |     | 0.00 | 0.14                                                                              | 0.63                                                                              | 0.85                                                                               | 0.19                                                                                | 0.00                                                                                |
| Avail Cap(c_a), veh/h          | 681                                                                               | 0                                                                                 | 606                                                                               |     |      |     | 0    | 4186                                                                              | 876                                                                               | 768                                                                                | 3902                                                                                | 0                                                                                   |
| HCM Platoon Ratio              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |     |      |     | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.33                                                                               | 1.33                                                                                | 1.00                                                                                |
| Upstream Filter(I)             | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              |     |      |     | 0.00 | 0.96                                                                              | 0.96                                                                              | 0.89                                                                               | 0.89                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh       | 38.7                                                                              | 0.0                                                                               | 38.5                                                                              |     |      |     | 0.0  | 9.7                                                                               | 13.8                                                                              | 34.6                                                                               | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh         | 1.0                                                                               | 0.0                                                                               | 0.9                                                                               |     |      |     | 0.0  | 0.1                                                                               | 3.3                                                                               | 4.1                                                                                | 0.1                                                                                 | 0.0                                                                                 |
| Initial Q Delay(d3), s/veh     | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |     |      |     | 0.0  | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln       | 5.7                                                                               | 0.0                                                                               | 4.7                                                                               |     |      |     | 0.0  | 1.9                                                                               | 12.3                                                                              | 8.2                                                                                | 0.1                                                                                 | 0.0                                                                                 |
| Unsig. Movement Delay, s/veh   |                                                                                   |                                                                                   |                                                                                   |     |      |     |      |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh          | 39.8                                                                              | 0.0                                                                               | 39.5                                                                              |     |      |     | 0.0  | 9.8                                                                               | 17.1                                                                              | 38.7                                                                               | 0.1                                                                                 | 0.0                                                                                 |
| LnGrp LOS                      | D                                                                                 |                                                                                   | D                                                                                 |     |      |     |      | A                                                                                 | B                                                                                 | D                                                                                  | A                                                                                   |                                                                                     |
| Approach Vol, veh/h            | 540                                                                               |                                                                                   |                                                                                   |     |      |     | 1122 |                                                                                   |                                                                                   | 1199                                                                               |                                                                                     |                                                                                     |
| Approach Delay, s/veh          | 39.6                                                                              |                                                                                   |                                                                                   |     |      |     | 13.4 |                                                                                   |                                                                                   | 14.8                                                                               |                                                                                     |                                                                                     |
| Approach LOS                   | D                                                                                 |                                                                                   |                                                                                   |     |      |     | B    |                                                                                   |                                                                                   | B                                                                                  |                                                                                     |                                                                                     |
| Timer - Assigned Phs           | 1                                                                                 | 2                                                                                 | 4                                                                                 |     | 6    |     |      |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s       | 19.1                                                                              | 55.1                                                                              | 15.8                                                                              |     | 74.2 |     |      |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s        | 5.0                                                                               | 5.4                                                                               | 5.8                                                                               |     | 5.4  |     |      |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s    | 20.0                                                                              | 36.6                                                                              | 17.2                                                                              |     | 61.6 |     |      |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+11.5), s | 11.5                                                                              | 23.5                                                                              | 9.2                                                                               |     | 2.0  |     |      |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s        | 0.6                                                                               | 3.3                                                                               | 0.8                                                                               |     | 3.9  |     |      |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |

## Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 19.0 |
| HCM 7th LOS                  | B    |

## Notes

User approved volume balancing among the lanes for turning movement.

# HCM 7th Signalized Intersection Summary

16: S Main St & 3rd Street

04/17/2026



| Movement                     | EBL                                                                               | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | WBR  | NBL                                                                               | NBT                                                                                | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Configurations          |  |  |      |  |  |      |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 132                                                                               | 40                                                                                | 27   | 52                                                                                | 36                                                                                | 140  | 28                                                                                | 783                                                                                | 55                                                                                  | 67                                                                                  | 722                                                                                 | 89                                                                                  |
| Future Volume (veh/h)        | 132                                                                               | 40                                                                                | 27   | 52                                                                                | 36                                                                                | 140  | 28                                                                                | 783                                                                                | 55                                                                                  | 67                                                                                  | 722                                                                                 | 89                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00 | 1.00                                                                              |                                                                                   | 1.00 | 1.00                                                                              |                                                                                    | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |      | No                                                                                |                                                                                   |      | No                                                                                |                                                                                    |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870 | 1870                                                                              | 1870                                                                              | 1870 | 1870                                                                              | 1870                                                                               | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 143                                                                               | 43                                                                                | 29   | 57                                                                                | 39                                                                                | 152  | 30                                                                                | 851                                                                                | 60                                                                                  | 73                                                                                  | 785                                                                                 | 97                                                                                  |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92 | 0.92                                                                              | 0.92                                                                              | 0.92 | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 200                                                                               | 163                                                                               | 110  | 73                                                                                | 47                                                                                | 182  | 47                                                                                | 2861                                                                               | 201                                                                                 | 93                                                                                  | 3133                                                                                | 1064                                                                                |
| Arrive On Green              | 0.06                                                                              | 0.16                                                                              | 0.16 | 0.04                                                                              | 0.14                                                                              | 0.14 | 0.03                                                                              | 0.59                                                                               | 0.59                                                                                | 0.05                                                                                | 0.61                                                                                | 0.61                                                                                |
| Sat Flow, veh/h              | 3456                                                                              | 1042                                                                              | 702  | 1781                                                                              | 334                                                                               | 1302 | 1781                                                                              | 4871                                                                               | 342                                                                                 | 1781                                                                                | 5106                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h         | 143                                                                               | 0                                                                                 | 72   | 57                                                                                | 0                                                                                 | 191  | 30                                                                                | 594                                                                                | 317                                                                                 | 73                                                                                  | 785                                                                                 | 97                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1728                                                                              | 0                                                                                 | 1744 | 1781                                                                              | 0                                                                                 | 1636 | 1781                                                                              | 1702                                                                               | 1809                                                                                | 1781                                                                                | 1702                                                                                | 1585                                                                                |
| Q Serve(g_s), s              | 4.9                                                                               | 0.0                                                                               | 4.4  | 3.8                                                                               | 0.0                                                                               | 13.6 | 2.0                                                                               | 10.5                                                                               | 10.5                                                                                | 4.9                                                                                 | 8.4                                                                                 | 2.6                                                                                 |
| Cycle Q Clear(g_c), s        | 4.9                                                                               | 0.0                                                                               | 4.4  | 3.8                                                                               | 0.0                                                                               | 13.6 | 2.0                                                                               | 10.5                                                                               | 10.5                                                                                | 4.9                                                                                 | 8.4                                                                                 | 2.6                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.40 | 1.00                                                                              |                                                                                   | 0.80 | 1.00                                                                              |                                                                                    | 0.19                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 200                                                                               | 0                                                                                 | 273  | 73                                                                                | 0                                                                                 | 228  | 47                                                                                | 2000                                                                               | 1063                                                                                | 93                                                                                  | 3133                                                                                | 1064                                                                                |
| V/C Ratio(X)                 | 0.71                                                                              | 0.00                                                                              | 0.26 | 0.78                                                                              | 0.00                                                                              | 0.84 | 0.64                                                                              | 0.30                                                                               | 0.30                                                                                | 0.78                                                                                | 0.25                                                                                | 0.09                                                                                |
| Avail Cap(c_a), veh/h        | 302                                                                               | 0                                                                                 | 436  | 156                                                                               | 0                                                                                 | 532  | 223                                                                               | 2000                                                                               | 1063                                                                                | 223                                                                                 | 3133                                                                                | 1064                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 1.00 | 0.99                                                                              | 0.00                                                                              | 0.99 | 0.80                                                                              | 0.80                                                                               | 0.80                                                                                | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                |
| Uniform Delay (d), s/veh     | 55.6                                                                              | 0.0                                                                               | 44.6 | 57.0                                                                              | 0.0                                                                               | 50.3 | 57.9                                                                              | 12.4                                                                               | 12.4                                                                                | 56.2                                                                                | 10.6                                                                                | 6.9                                                                                 |
| Incr Delay (d2), s/veh       | 4.7                                                                               | 0.0                                                                               | 0.5  | 6.3                                                                               | 0.0                                                                               | 7.8  | 4.3                                                                               | 0.3                                                                                | 0.6                                                                                 | 5.1                                                                                 | 0.2                                                                                 | 0.2                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0  | 0.0                                                                               | 0.0                                                                               | 0.0  | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 4.1                                                                               | 0.0                                                                               | 3.5  | 3.3                                                                               | 0.0                                                                               | 10.1 | 1.7                                                                               | 6.9                                                                                | 7.4                                                                                 | 4.2                                                                                 | 5.7                                                                                 | 1.6                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 60.2                                                                              | 0.0                                                                               | 45.1 | 63.3                                                                              | 0.0                                                                               | 58.1 | 62.1                                                                              | 12.7                                                                               | 13.0                                                                                | 61.3                                                                                | 10.8                                                                                | 7.1                                                                                 |
| LnGrp LOS                    | E                                                                                 |                                                                                   | D    | E                                                                                 |                                                                                   | E    | E                                                                                 | B                                                                                  | B                                                                                   | E                                                                                   | B                                                                                   | A                                                                                   |
| Approach Vol, veh/h          | 215                                                                               |                                                                                   |      | 248                                                                               |                                                                                   |      | 941                                                                               |                                                                                    |                                                                                     | 955                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 55.2                                                                              |                                                                                   |      | 59.3                                                                              |                                                                                   |      | 14.3                                                                              |                                                                                    |                                                                                     | 14.3                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | E                                                                                 |                                                                                   |      | E                                                                                 |                                                                                   |      | B                                                                                 |                                                                                    |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3    | 4                                                                                 | 5                                                                                 | 6    | 7                                                                                 | 8                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 1.3                                                                               | 75.5                                                                              | 9.4  | 23.8                                                                              | 8.2                                                                               | 78.6 | 11.4                                                                              | 21.8                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               | 5.0                                                                               | 4.5  | 5.0                                                                               | 5.0                                                                               | 5.0  | 4.5                                                                               | 5.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 15.0                                                                              | 36.0                                                                              | 10.5 | 30.0                                                                              | 15.0                                                                              | 36.0 | 10.5                                                                              | 39.0                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I), s  | 10.5                                                                              | 12.5                                                                              | 5.8  | 6.4                                                                               | 4.0                                                                               | 10.4 | 6.9                                                                               | 15.6                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 8.9                                                                               | 0.0  | 0.3                                                                               | 0.0                                                                               | 8.7  | 0.1                                                                               | 1.1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

### Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 22.8 |
| HCM 7th LOS                  | C    |

### Notes

User approved pedestrian interval to be less than phase max green.

# HCM 7th Signalized Intersection Summary

17: S Main St & 6th St

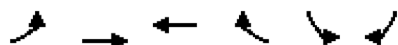
04/17/2026

|                              |  |  |  |  |  |  |  |  |   |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                                | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 205                                                                               | 397                                                                               | 137                                                                               | 47                                                                                | 398                                                                               | 106                                                                               | 172                                                                               | 502                                                                               | 42                                                                                 | 97                                                                                  | 488                                                                                 | 137                                                                                 |
| Future Volume (veh/h)        | 205                                                                               | 397                                                                               | 137                                                                               | 47                                                                                | 398                                                                               | 106                                                                               | 172                                                                               | 502                                                                               | 42                                                                                 | 97                                                                                  | 488                                                                                 | 137                                                                                 |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                    | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                               | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 223                                                                               | 432                                                                               | 149                                                                               | 51                                                                                | 433                                                                               | 115                                                                               | 187                                                                               | 546                                                                               | 46                                                                                 | 105                                                                                 | 530                                                                                 | 149                                                                                 |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 254                                                                               | 674                                                                               | 571                                                                               | 67                                                                                | 478                                                                               | 405                                                                               | 160                                                                               | 1108                                                                              | 494                                                                                | 125                                                                                 | 1037                                                                                | 462                                                                                 |
| Arrive On Green              | 0.14                                                                              | 0.36                                                                              | 0.36                                                                              | 0.05                                                                              | 0.34                                                                              | 0.34                                                                              | 0.09                                                                              | 0.31                                                                              | 0.31                                                                               | 0.07                                                                                | 0.29                                                                                | 0.29                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 3554                                                                              | 1585                                                                               | 1781                                                                                | 3554                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h         | 223                                                                               | 432                                                                               | 149                                                                               | 51                                                                                | 433                                                                               | 115                                                                               | 187                                                                               | 546                                                                               | 46                                                                                 | 105                                                                                 | 530                                                                                 | 149                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1585                                                                               | 1781                                                                                | 1777                                                                                | 1585                                                                                |
| Q Serve(g_s), s              | 12.3                                                                              | 19.2                                                                              | 6.6                                                                               | 2.8                                                                               | 22.1                                                                              | 5.3                                                                               | 9.0                                                                               | 12.5                                                                              | 2.1                                                                                | 5.8                                                                                 | 12.4                                                                                | 7.3                                                                                 |
| Cycle Q Clear(g_c), s        | 12.3                                                                              | 19.2                                                                              | 6.6                                                                               | 2.8                                                                               | 22.1                                                                              | 5.3                                                                               | 9.0                                                                               | 12.5                                                                              | 2.1                                                                                | 5.8                                                                                 | 12.4                                                                                | 7.3                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 254                                                                               | 674                                                                               | 571                                                                               | 67                                                                                | 478                                                                               | 405                                                                               | 160                                                                               | 1108                                                                              | 494                                                                                | 125                                                                                 | 1037                                                                                | 462                                                                                 |
| V/C Ratio(X)                 | 0.88                                                                              | 0.64                                                                              | 0.26                                                                              | 0.76                                                                              | 0.91                                                                              | 0.28                                                                              | 1.17                                                                              | 0.49                                                                              | 0.09                                                                               | 0.84                                                                                | 0.51                                                                                | 0.32                                                                                |
| Avail Cap(c_a), veh/h        | 267                                                                               | 674                                                                               | 571                                                                               | 160                                                                               | 524                                                                               | 444                                                                               | 160                                                                               | 1108                                                                              | 494                                                                                | 125                                                                                 | 1037                                                                                | 462                                                                                 |
| 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                                                                              | 0.84                                                                              | 0.84                                                                              | 0.84                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                |
| Uniform Delay (d), s/veh     | 42.0                                                                              | 26.6                                                                              | 22.6                                                                              | 47.0                                                                              | 31.9                                                                              | 26.3                                                                              | 45.5                                                                              | 28.0                                                                              | 24.4                                                                               | 46.0                                                                                | 29.5                                                                                | 27.7                                                                                |
| Incr Delay (d2), s/veh       | 24.4                                                                              | 2.4                                                                               | 0.3                                                                               | 5.3                                                                               | 16.6                                                                              | 0.5                                                                               | 122.9                                                                             | 1.6                                                                               | 0.4                                                                                | 35.6                                                                                | 1.8                                                                                 | 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(95%),veh/ln     | 1.4                                                                               | 13.7                                                                              | 4.5                                                                               | 2.4                                                                               | 16.3                                                                              | 3.6                                                                               | 15.3                                                                              | 9.3                                                                               | 1.5                                                                                | 6.8                                                                                 | 9.3                                                                                 | 5.4                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 66.5                                                                              | 29.0                                                                              | 22.9                                                                              | 52.3                                                                              | 48.5                                                                              | 26.8                                                                              | 168.4                                                                             | 29.6                                                                              | 24.8                                                                               | 81.6                                                                                | 31.2                                                                                | 29.5                                                                                |
| LnGrp LOS                    | E                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | D                                                                                 | C                                                                                 | F                                                                                 | C                                                                                 | C                                                                                  | F                                                                                   | C                                                                                   | C                                                                                   |
| Approach Vol, veh/h          | 804                                                                               |                                                                                   |                                                                                   | 599                                                                               |                                                                                   |                                                                                   | 779                                                                               |                                                                                   |                                                                                    | 784                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 38.2                                                                              |                                                                                   |                                                                                   | 44.6                                                                              |                                                                                   |                                                                                   | 62.6                                                                              |                                                                                   |                                                                                    | 37.7                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | E                                                                                 |                                                                                   |                                                                                    | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                 | 8                                                                                 |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 2.0                                                                               | 37.2                                                                              | 8.8                                                                               | 42.0                                                                              | 14.0                                                                              | 35.2                                                                              | 19.3                                                                              | 31.6                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 28.0                                                                              | 28.0                                                                              | 9.0                                                                               | 34.0                                                                              | 9.0                                                                               | 26.0                                                                              | 15.0                                                                              | 28.0                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 14.5                                                                              | 14.5                                                                              | 4.8                                                                               | 21.2                                                                              | 11.0                                                                              | 14.4                                                                              | 14.3                                                                              | 24.1                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 4.2                                                                               | 0.0                                                                               | 3.6                                                                               | 0.0                                                                               | 4.2                                                                               | 0.0                                                                               | 1.5                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 45.8                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |

# HCM 7th Signalized Intersection Summary

18: Grand Blvd & Joy St

04/17/2026



| Movement                                                                                           | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
|----------------------------------------------------------------------------------------------------|------|------|------|------|------|------|
| Lane Configurations                                                                                |      |      |      |      |      |      |
| Traffic Volume (veh/h)                                                                             | 15   | 337  | 520  | 169  | 170  | 19   |
| Future Volume (veh/h)                                                                              | 15   | 337  | 520  | 169  | 170  | 19   |
| Initial Q (Qb), veh                                                                                | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.                                                                                    | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)                                                                                | 1.00 |      |      | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj                                                                                   | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach                                                                              |      | No   | No   |      | No   |      |
| Adj Sat Flow, veh/h/ln                                                                             | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h                                                                               | 16   | 366  | 565  | 184  | 185  | 21   |
| Peak Hour Factor                                                                                   | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %                                                                               | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                                                                                         | 36   | 1859 | 951  | 309  | 258  | 230  |
| Arrive On Green                                                                                    | 0.02 | 0.52 | 0.36 | 0.36 | 0.14 | 0.14 |
| Sat Flow, veh/h                                                                                    | 1781 | 3647 | 2730 | 856  | 1781 | 1585 |
| Grp Volume(v), veh/h                                                                               | 16   | 366  | 380  | 369  | 185  | 21   |
| Grp Sat Flow(s), veh/h/ln                                                                          | 1781 | 1777 | 1777 | 1716 | 1781 | 1585 |
| Q Serve(g_s), s                                                                                    | 0.4  | 2.3  | 7.3  | 7.4  | 4.2  | 0.5  |
| Cycle Q Clear(g_c), s                                                                              | 0.4  | 2.3  | 7.3  | 7.4  | 4.2  | 0.5  |
| Prop In Lane                                                                                       | 1.00 |      |      | 0.50 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h                                                                             | 36   | 1859 | 641  | 619  | 258  | 230  |
| V/C Ratio(X)                                                                                       | 0.44 | 0.20 | 0.59 | 0.60 | 0.72 | 0.09 |
| Avail Cap(c_a), veh/h                                                                              | 845  | 2107 | 1053 | 1018 | 1056 | 940  |
| HCM Platoon Ratio                                                                                  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)                                                                                 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh                                                                           | 20.4 | 5.3  | 11.0 | 11.0 | 17.2 | 15.6 |
| Incr Delay (d2), s/veh                                                                             | 8.3  | 0.1  | 1.3  | 1.3  | 3.7  | 0.2  |
| Initial Q Delay(d3), s/veh                                                                         | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln                                                                           | 0.4  | 1.0  | 4.4  | 4.3  | 3.1  | 0.8  |
| Unsig. Movement Delay, s/veh                                                                       |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh                                                                              | 28.7 | 5.4  | 12.2 | 12.3 | 20.9 | 15.8 |
| LnGrp LOS                                                                                          | C    | A    | B    | B    | C    | B    |
| Approach Vol, veh/h                                                                                |      | 382  | 749  |      | 206  |      |
| Approach Delay, s/veh                                                                              |      | 6.4  | 12.3 |      | 20.4 |      |
| Approach LOS                                                                                       |      | A    | B    |      | C    |      |
| Timer - Assigned Phs                                                                               |      | 2    |      | 4    | 5    | 6    |
| Phs Duration (G+Y+Rc), s                                                                           |      | 29.1 |      | 13.1 | 7.9  | 21.2 |
| Change Period (Y+Rc), s                                                                            |      | * 7  |      | 7.0  | 7.0  | 6.0  |
| Max Green Setting (Gmax), s                                                                        |      | * 25 |      | 25.0 | 20.0 | 25.0 |
| Max Q Clear Time (g_c+l1), s                                                                       |      | 4.3  |      | 6.2  | 2.4  | 9.4  |
| Green Ext Time (p_c), s                                                                            |      | 3.2  |      | 0.5  | 0.0  | 5.8  |
| <b>Intersection Summary</b>                                                                        |      |      |      |      |      |      |
| HCM 7th Control Delay, s/veh                                                                       |      |      | 11.8 |      |      |      |
| HCM 7th LOS                                                                                        |      |      | B    |      |      |      |
| <b>Notes</b>                                                                                       |      |      |      |      |      |      |
| * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier. |      |      |      |      |      |      |

# HCM 7th Signalized Intersection Summary

19: E Grand Blvd & Fullerton Ave

04/17/2026



| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↰    | ↱    |      | ↰    | ↱    | ↰    | ↰    | ↱    |      | ↰    | ↱    |      |
| Traffic Volume (veh/h)       | 13   | 36   | 2    | 33   | 37   | 161  | 2    | 239  | 45   | 141  | 282  | 17   |
| Future Volume (veh/h)        | 13   | 36   | 2    | 33   | 37   | 161  | 2    | 239  | 45   | 141  | 282  | 17   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 14   | 39   | 2    | 36   | 0    | 202  | 2    | 260  | 49   | 153  | 307  | 18   |
| 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, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 380  | 229  | 12   | 377  | 0    | 412  | 6    | 939  | 174  | 207  | 1459 | 85   |
| Arrive On Green              | 0.13 | 0.13 | 0.13 | 0.13 | 0.00 | 0.13 | 0.00 | 0.31 | 0.31 | 0.12 | 0.43 | 0.43 |
| Sat Flow, veh/h              | 1180 | 1764 | 90   | 1366 | 0    | 3170 | 1781 | 2992 | 555  | 1781 | 3412 | 199  |
| Grp Volume(v), veh/h         | 14   | 0    | 41   | 36   | 0    | 202  | 2    | 153  | 156  | 153  | 159  | 166  |
| Grp Sat Flow(s), veh/h/ln    | 1180 | 0    | 1854 | 1366 | 0    | 1585 | 1781 | 1777 | 1770 | 1781 | 1777 | 1835 |
| Q Serve(g_s), s              | 0.3  | 0.0  | 0.6  | 0.8  | 0.0  | 1.9  | 0.0  | 2.1  | 2.1  | 2.6  | 1.8  | 1.8  |
| Cycle Q Clear(g_c), s        | 0.3  | 0.0  | 0.6  | 1.4  | 0.0  | 1.9  | 0.0  | 2.1  | 2.1  | 2.6  | 1.8  | 1.8  |
| Prop In Lane                 | 1.00 |      | 0.05 | 1.00 |      | 1.00 | 1.00 |      | 0.31 | 1.00 |      | 0.11 |
| Lane Grp Cap(c), veh/h       | 380  | 0    | 241  | 377  | 0    | 412  | 6    | 558  | 556  | 207  | 760  | 785  |
| V/C Ratio(X)                 | 0.04 | 0.00 | 0.17 | 0.10 | 0.00 | 0.49 | 0.36 | 0.27 | 0.28 | 0.74 | 0.21 | 0.21 |
| Avail Cap(c_a), veh/h        | 1153 | 0    | 1455 | 1271 | 0    | 2488 | 1398 | 2232 | 2223 | 839  | 2232 | 2304 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 12.2 | 0.0  | 12.3 | 12.9 | 0.0  | 12.9 | 15.8 | 8.2  | 8.2  | 13.6 | 5.7  | 5.7  |
| Incr Delay (d2), s/veh       | 0.0  | 0.0  | 0.3  | 0.1  | 0.0  | 0.9  | 47.4 | 0.6  | 0.6  | 1.9  | 0.3  | 0.3  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 0.1  | 0.0  | 0.4  | 0.4  | 0.0  | 1.0  | 0.2  | 1.1  | 1.1  | 1.7  | 0.8  | 0.8  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 12.2 | 0.0  | 12.7 | 13.1 | 0.0  | 13.8 | 63.2 | 8.8  | 8.8  | 15.5 | 6.0  | 6.0  |
| LnGrp LOS                    | B    |      | B    | B    |      | B    | E    | A    | A    | B    | A    | A    |
| Approach Vol, veh/h          | 55   |      |      | 238  |      |      | 311  |      |      | 478  |      |      |
| Approach Delay, s/veh        | 12.5 |      |      | 13.7 |      |      | 9.1  |      |      | 9.1  |      |      |
| Approach LOS                 | B    |      |      | B    |      |      | A    |      |      | A    |      |      |
| Timer - Assigned Phs         | 1    | 2    |      | 4    | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 4.1  | 18.6 |      | 9.1  | 7.7  | 15.0 |      | 9.1  |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0  | 5.0  |      | 5.0  | 4.0  | 5.0  |      | 5.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 25.0 | 40.0 |      | 25.0 | 15.0 | 40.0 |      | 25.0 |      |      |      |      |
| Max Q Clear Time (g_c+I), s  | 12.0 | 3.8  |      | 3.9  | 4.6  | 4.1  |      | 2.6  |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 4.0  |      | 0.8  | 0.1  | 3.8  |      | 0.2  |      |      |      |      |

## Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 10.3 |
| HCM 7th LOS                  | B    |

## Notes

User approved volume balancing among the lanes for turning movement.

# HCM 7th Signalized Intersection Summary

20: Rimpau Ave & Magnolia Ave

04/17/2026

|                                |  |  |  |  |  |  |  |  |    |  |  |  |
|--------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                       | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations            |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |                                                                                     |
| Traffic Volume (veh/h)         | 55                                                                                | 620                                                                               | 85                                                                                | 364                                                                               | 814                                                                               | 119                                                                               | 135                                                                               | 252                                                                               | 405                                                                                 | 200                                                                                 | 288                                                                                 | 30                                                                                  |
| Future Volume (veh/h)          | 55                                                                                | 620                                                                               | 85                                                                                | 364                                                                               | 814                                                                               | 119                                                                               | 135                                                                               | 252                                                                               | 405                                                                                 | 200                                                                                 | 288                                                                                 | 30                                                                                  |
| Initial Q (Qb), veh            | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.                | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)            | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj               | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach          | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln         | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h           | 60                                                                                | 674                                                                               | 92                                                                                | 396                                                                               | 885                                                                               | 129                                                                               | 147                                                                               | 274                                                                               | 440                                                                                 | 217                                                                                 | 313                                                                                 | 33                                                                                  |
| 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, %           | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                     | 445                                                                               | 989                                                                               | 134                                                                               | 866                                                                               | 984                                                                               | 143                                                                               | 179                                                                               | 379                                                                               | 321                                                                                 | 248                                                                                 | 402                                                                                 | 42                                                                                  |
| Arrive On Green                | 0.08                                                                              | 0.07                                                                              | 0.07                                                                              | 0.25                                                                              | 0.22                                                                              | 0.22                                                                              | 0.10                                                                              | 0.20                                                                              | 0.20                                                                                | 0.14                                                                                | 0.24                                                                                | 0.24                                                                                |
| Sat Flow, veh/h                | 1781                                                                              | 4549                                                                              | 615                                                                               | 3456                                                                              | 4503                                                                              | 654                                                                               | 1781                                                                              | 1870                                                                              | 1585                                                                                | 1781                                                                                | 1663                                                                                | 175                                                                                 |
| Grp Volume(v), veh/h           | 60                                                                                | 503                                                                               | 263                                                                               | 396                                                                               | 668                                                                               | 346                                                                               | 147                                                                               | 274                                                                               | 440                                                                                 | 217                                                                                 | 0                                                                                   | 346                                                                                 |
| Grp Sat Flow(s),veh/h/ln       | 1781                                                                              | 1702                                                                              | 1760                                                                              | 1728                                                                              | 1702                                                                              | 1753                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                                | 1781                                                                                | 0                                                                                   | 1839                                                                                |
| Q Serve(g_s), s                | 3.1                                                                               | 14.4                                                                              | 14.6                                                                              | 9.7                                                                               | 19.1                                                                              | 19.2                                                                              | 8.1                                                                               | 13.7                                                                              | 11.6                                                                                | 11.9                                                                                | 0.0                                                                                 | 17.6                                                                                |
| Cycle Q Clear(g_c), s          | 3.1                                                                               | 14.4                                                                              | 14.6                                                                              | 9.7                                                                               | 19.1                                                                              | 19.2                                                                              | 8.1                                                                               | 13.7                                                                              | 11.6                                                                                | 11.9                                                                                | 0.0                                                                                 | 17.6                                                                                |
| Prop In Lane                   | 1.00                                                                              |                                                                                   | 0.35                                                                              | 1.00                                                                              |                                                                                   | 0.37                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.10                                                                                |
| Lane Grp Cap(c), veh/h         | 445                                                                               | 740                                                                               | 383                                                                               | 866                                                                               | 744                                                                               | 383                                                                               | 179                                                                               | 379                                                                               | 321                                                                                 | 248                                                                                 | 0                                                                                   | 444                                                                                 |
| V/C Ratio(X)                   | 0.13                                                                              | 0.68                                                                              | 0.69                                                                              | 0.46                                                                              | 0.90                                                                              | 0.90                                                                              | 0.82                                                                              | 0.72                                                                              | 1.37                                                                                | 0.88                                                                                | 0.00                                                                                | 0.78                                                                                |
| Avail Cap(c_a), veh/h          | 445                                                                               | 885                                                                               | 458                                                                               | 866                                                                               | 749                                                                               | 386                                                                               | 267                                                                               | 617                                                                               | 523                                                                                 | 249                                                                                 | 0                                                                                   | 588                                                                                 |
| HCM Platoon Ratio              | 0.33                                                                              | 0.33                                                                              | 0.33                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 0.94                                                                                | 0.00                                                                                | 0.94                                                                                |
| Uniform Delay (d), s/veh       | 35.9                                                                              | 43.0                                                                              | 43.1                                                                              | 31.7                                                                              | 38.0                                                                              | 38.1                                                                              | 44.1                                                                              | 37.2                                                                              | 13.1                                                                                | 42.2                                                                                | 0.0                                                                                 | 35.4                                                                                |
| Incr Delay (d2), s/veh         | 0.0                                                                               | 4.7                                                                               | 9.3                                                                               | 0.4                                                                               | 15.9                                                                              | 27.1                                                                              | 10.1                                                                              | 3.7                                                                               | 180.8                                                                               | 25.8                                                                                | 0.0                                                                                 | 5.5                                                                                 |
| Initial Q Delay(d3), s/veh     | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln       | 2.5                                                                               | 11.3                                                                              | 12.3                                                                              | 7.3                                                                               | 14.5                                                                              | 16.4                                                                              | 7.3                                                                               | 10.8                                                                              | 31.6                                                                                | 11.2                                                                                | 0.0                                                                                 | 13.0                                                                                |
| Unsig. Movement Delay, s/veh   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh          | 35.9                                                                              | 47.7                                                                              | 52.4                                                                              | 32.1                                                                              | 53.9                                                                              | 65.2                                                                              | 54.2                                                                              | 40.9                                                                              | 193.9                                                                               | 67.9                                                                                | 0.0                                                                                 | 40.9                                                                                |
| LnGrp LOS                      | D                                                                                 | D                                                                                 | D                                                                                 | C                                                                                 | D                                                                                 | E                                                                                 | D                                                                                 | D                                                                                 | F                                                                                   | E                                                                                   |                                                                                     | D                                                                                   |
| Approach Vol, veh/h            | 826                                                                               |                                                                                   |                                                                                   |                                                                                   | 1410                                                                              |                                                                                   |                                                                                   |                                                                                   | 861                                                                                 |                                                                                     | 563                                                                                 |                                                                                     |
| Approach Delay, s/veh          | 48.3                                                                              |                                                                                   |                                                                                   |                                                                                   | 50.5                                                                              |                                                                                   |                                                                                   |                                                                                   | 121.4                                                                               |                                                                                     | 51.3                                                                                |                                                                                     |
| Approach LOS                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                   | F                                                                                   |                                                                                     | D                                                                                   |                                                                                     |
| Timer - Assigned Phs           | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                 | 8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s       | 18.9                                                                              | 25.3                                                                              | 29.1                                                                              | 26.7                                                                              | 15.0                                                                              | 29.2                                                                              | 29.0                                                                              | 26.8                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s        | 5.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s    | 14.0                                                                              | 33.0                                                                              | 8.0                                                                               | 26.0                                                                              | 15.0                                                                              | 32.0                                                                              | 12.0                                                                              | 22.0                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+11.5), s | 11.5                                                                              | 15.7                                                                              | 11.7                                                                              | 16.6                                                                              | 10.1                                                                              | 19.6                                                                              | 5.1                                                                               | 21.2                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s        | 0.0                                                                               | 4.6                                                                               | 0.0                                                                               | 5.1                                                                               | 0.1                                                                               | 2.2                                                                               | 0.0                                                                               | 0.6                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh   |                                                                                   |                                                                                   | 66.8                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                    |                                                                                   |                                                                                   | E                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM 7th Signalized Intersection Summary

21: Magnolia Ave & Fullerton Ave

04/17/2026



| Movement                     | EBL   | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↵ ↑↑↑ |      |      | ↵ ↑↑ |      | ↵    | ↵ ↑↑ |      |      | ↵ ↑↑ |      |      |
| Traffic Volume (veh/h)       | 39    | 545  | 35   | 152  | 650  | 111  | 19   | 136  | 117  | 93   | 171  | 27   |
| Future Volume (veh/h)        | 39    | 545  | 35   | 152  | 650  | 111  | 19   | 136  | 117  | 93   | 171  | 27   |
| Initial Q (Qb), veh          | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00  |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No    |      |      | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870  | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 42    | 592  | 38   | 165  | 707  | 121  | 21   | 148  | 127  | 101  | 186  | 29   |
| 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, %         | 2     | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 636   | 1014 | 65   | 741  | 945  | 421  | 39   | 229  | 183  | 125  | 525  | 81   |
| Arrive On Green              | 0.36  | 0.21 | 0.21 | 0.83 | 0.53 | 0.53 | 0.02 | 0.12 | 0.12 | 0.07 | 0.17 | 0.17 |
| Sat Flow, veh/h              | 1781  | 4905 | 313  | 1781 | 3554 | 1585 | 1781 | 1879 | 1499 | 1781 | 3088 | 474  |
| Grp Volume(v), veh/h         | 42    | 410  | 220  | 165  | 707  | 121  | 21   | 139  | 136  | 101  | 106  | 109  |
| Grp Sat Flow(s),veh/h/ln     | 1781  | 1702 | 1814 | 1781 | 1777 | 1585 | 1781 | 1777 | 1601 | 1781 | 1777 | 1785 |
| Q Serve(g_s), s              | 1.6   | 10.8 | 11.0 | 1.9  | 15.5 | 3.3  | 1.2  | 7.5  | 8.1  | 5.6  | 5.3  | 5.4  |
| Cycle Q Clear(g_c), s        | 1.6   | 10.8 | 11.0 | 1.9  | 15.5 | 3.3  | 1.2  | 7.5  | 8.1  | 5.6  | 5.3  | 5.4  |
| Prop In Lane                 | 1.00  |      | 0.17 | 1.00 |      | 1.00 | 1.00 |      | 0.94 | 1.00 |      | 0.27 |
| Lane Grp Cap(c), veh/h       | 636   | 704  | 375  | 741  | 945  | 421  | 39   | 217  | 195  | 125  | 302  | 303  |
| V/C Ratio(X)                 | 0.07  | 0.58 | 0.59 | 0.22 | 0.75 | 0.29 | 0.53 | 0.64 | 0.69 | 0.81 | 0.35 | 0.36 |
| Avail Cap(c_a), veh/h        | 636   | 1277 | 680  | 741  | 1333 | 594  | 143  | 515  | 464  | 125  | 498  | 500  |
| HCM Platoon Ratio            | 1.00  | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 0.98  | 0.98 | 0.98 | 0.77 | 0.77 | 0.77 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 21.2  | 35.8 | 35.8 | 5.1  | 20.8 | 10.9 | 48.4 | 41.8 | 42.1 | 45.8 | 36.6 | 36.7 |
| Incr Delay (d2), s/veh       | 0.0   | 3.4  | 6.5  | 0.1  | 4.2  | 1.3  | 10.7 | 4.5  | 6.2  | 31.6 | 1.0  | 1.0  |
| Initial Q Delay(d3), s/veh   | 0.0   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 1.2   | 8.3  | 9.3  | 1.2  | 8.3  | 2.8  | 1.1  | 6.3  | 6.3  | 6.4  | 4.2  | 4.4  |
| Unsig. Movement Delay, s/veh |       |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 21.2  | 39.2 | 42.3 | 5.2  | 25.0 | 12.2 | 59.1 | 46.3 | 48.3 | 77.4 | 37.6 | 37.7 |
| LnGrp LOS                    | C     | D    | D    | A    | C    | B    | E    | D    | D    | E    | D    | D    |
| Approach Vol, veh/h          | 672   |      |      |      |      | 993  |      | 296  |      | 316  |      |      |
| Approach Delay, s/veh        | 39.1  |      |      |      |      | 20.2 |      | 48.1 |      | 50.4 |      |      |
| Approach LOS                 | D     |      |      |      |      | C    |      | D    |      | D    |      |      |
| Timer - Assigned Phs         | 1     | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 17.2  | 45.6 | 26.2 | 6.2  | 22.0 | 39.7 | 32.1 |      |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0   | 5.0  | 4.0  | 5.5  | 4.0  | 5.0  | 4.0  | 5.5  |      |      |      |      |
| Max Green Setting (Gmax), s  | 29.0  | 8.0  | 37.5 | 8.0  | 28.0 | 8.0  | 37.5 |      |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 10.1  | 3.9  | 13.0 | 3.2  | 7.4  | 3.6  | 17.5 |      |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0   | 2.1  | 0.2  | 7.7  | 0.0  | 1.6  | 0.0  | 9.1  |      |      |      |      |
| Intersection Summary         |       |      |      |      |      |      |      |      |      |      |      |      |
| HCM 7th Control Delay, s/veh |       |      | 33.6 |      |      |      |      |      |      |      |      |      |
| HCM 7th LOS                  |       |      | C    |      |      |      |      |      |      |      |      |      |



# HCM 7th Signalized Intersection Summary

22: Kellog Ave & Magnolia Ave

04/17/2026



| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR  | NBL                                                                               | NBT                                                                               | NBR  | SBL                                                                               | SBT                                                                               | SBR  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Configurations          |  |  |  |  |  |      |  |  |      |  |  |      |
| Traffic Volume (veh/h)       | 32                                                                                | 468                                                                               | 35                                                                                | 62                                                                                | 551                                                                               | 52   | 8                                                                                 | 84                                                                                | 50   | 44                                                                                | 89                                                                                | 31   |
| Future Volume (veh/h)        | 32                                                                                | 468                                                                               | 35                                                                                | 62                                                                                | 551                                                                               | 52   | 8                                                                                 | 84                                                                                | 50   | 44                                                                                | 89                                                                                | 31   |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00 | 1.00                                                                              |                                                                                   | 1.00 | 1.00                                                                              |                                                                                   | 1.00 |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |      | No                                                                                |                                                                                   |      | No                                                                                |                                                                                   |      |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870 | 1870                                                                              | 1870                                                                              | 1870 | 1870                                                                              | 1870                                                                              | 1870 |
| Adj Flow Rate, veh/h         | 35                                                                                | 509                                                                               | 38                                                                                | 67                                                                                | 599                                                                               | 57   | 9                                                                                 | 91                                                                                | 54   | 48                                                                                | 97                                                                                | 34   |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92 | 0.92                                                                              | 0.92                                                                              | 0.92 | 0.92                                                                              | 0.92                                                                              | 0.92 |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2    |
| Cap, veh/h                   | 55                                                                                | 2221                                                                              | 991                                                                               | 85                                                                                | 2105                                                                              | 200  | 20                                                                                | 121                                                                               | 72   | 66                                                                                | 180                                                                               | 63   |
| Arrive On Green              | 0.03                                                                              | 0.62                                                                              | 0.62                                                                              | 0.10                                                                              | 1.00                                                                              | 1.00 | 0.01                                                                              | 0.11                                                                              | 0.11 | 0.04                                                                              | 0.14                                                                              | 0.14 |
| Sat Flow, veh/h              | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                              | 3280                                                                              | 312  | 1781                                                                              | 1100                                                                              | 653  | 1781                                                                              | 1323                                                                              | 464  |
| Grp Volume(v), veh/h         | 35                                                                                | 509                                                                               | 38                                                                                | 67                                                                                | 324                                                                               | 332  | 9                                                                                 | 0                                                                                 | 145  | 48                                                                                | 0                                                                                 | 131  |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1814 | 1781                                                                              | 0                                                                                 | 1753 | 1781                                                                              | 0                                                                                 | 1787 |
| Q Serve(g_s), s              | 1.9                                                                               | 6.3                                                                               | 0.9                                                                               | 3.7                                                                               | 0.0                                                                               | 0.0  | 0.5                                                                               | 0.0                                                                               | 8.0  | 2.7                                                                               | 0.0                                                                               | 6.8  |
| Cycle Q Clear(g_c), s        | 1.9                                                                               | 6.3                                                                               | 0.9                                                                               | 3.7                                                                               | 0.0                                                                               | 0.0  | 0.5                                                                               | 0.0                                                                               | 8.0  | 2.7                                                                               | 0.0                                                                               | 6.8  |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.17 | 1.00                                                                              |                                                                                   | 0.37 | 1.00                                                                              |                                                                                   | 0.26 |
| Lane Grp Cap(c), veh/h       | 55                                                                                | 2221                                                                              | 991                                                                               | 85                                                                                | 1140                                                                              | 1164 | 20                                                                                | 0                                                                                 | 193  | 66                                                                                | 0                                                                                 | 243  |
| V/C Ratio(X)                 | 0.63                                                                              | 0.23                                                                              | 0.04                                                                              | 0.78                                                                              | 0.28                                                                              | 0.29 | 0.46                                                                              | 0.00                                                                              | 0.75 | 0.73                                                                              | 0.00                                                                              | 0.54 |
| Avail Cap(c_a), veh/h        | 107                                                                               | 2221                                                                              | 991                                                                               | 107                                                                               | 1140                                                                              | 1164 | 107                                                                               | 0                                                                                 | 719  | 107                                                                               | 0                                                                                 | 733  |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 2.00                                                                              | 2.00                                                                              | 2.00 | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95 | 1.00                                                                              | 0.00                                                                              | 1.00 | 1.00                                                                              | 0.00                                                                              | 1.00 |
| Uniform Delay (d), s/veh     | 47.9                                                                              | 8.2                                                                               | 7.2                                                                               | 44.7                                                                              | 0.0                                                                               | 0.0  | 49.1                                                                              | 0.0                                                                               | 43.1 | 47.7                                                                              | 0.0                                                                               | 40.3 |
| Incr Delay (d2), s/veh       | 11.3                                                                              | 0.2                                                                               | 0.1                                                                               | 24.2                                                                              | 0.6                                                                               | 0.6  | 15.6                                                                              | 0.0                                                                               | 8.0  | 14.5                                                                              | 0.0                                                                               | 2.6  |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0  | 0.0                                                                               | 0.0                                                                               | 0.0  | 0.0                                                                               | 0.0                                                                               | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 1.9                                                                               | 4.2                                                                               | 0.6                                                                               | 3.8                                                                               | 0.3                                                                               | 0.3  | 0.6                                                                               | 0.0                                                                               | 7.0  | 2.6                                                                               | 0.0                                                                               | 5.7  |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |
| LnGrp Delay(d), s/veh        | 59.2                                                                              | 8.5                                                                               | 7.3                                                                               | 68.9                                                                              | 0.6                                                                               | 0.6  | 64.8                                                                              | 0.0                                                                               | 51.2 | 62.1                                                                              | 0.0                                                                               | 42.9 |
| LnGrp LOS                    | E                                                                                 | A                                                                                 | A                                                                                 | E                                                                                 | A                                                                                 | A    | E                                                                                 |                                                                                   | D    | E                                                                                 |                                                                                   | D    |
| Approach Vol, veh/h          | 582                                                                               |                                                                                   |                                                                                   | 723                                                                               |                                                                                   |      | 154                                                                               |                                                                                   |      | 179                                                                               |                                                                                   |      |
| Approach Delay, s/veh        | 11.4                                                                              |                                                                                   |                                                                                   | 6.9                                                                               |                                                                                   |      | 52.0                                                                              |                                                                                   |      | 48.1                                                                              |                                                                                   |      |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |      | D                                                                                 |                                                                                   |      | D                                                                                 |                                                                                   |      |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6    | 7                                                                                 | 8                                                                                 |      |                                                                                   |                                                                                   |      |
| Phs Duration (G+Y+Rc), s     | 8.8                                                                               | 67.5                                                                              | 5.1                                                                               | 18.6                                                                              | 7.1                                                                               | 69.2 | 7.7                                                                               | 16.0                                                                              |      |                                                                                   |                                                                                   |      |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0  | 4.0                                                                               | 5.0                                                                               |      |                                                                                   |                                                                                   |      |
| Max Green Setting (Gmax), s  | 6.0                                                                               | 29.0                                                                              | 6.0                                                                               | 41.0                                                                              | 6.0                                                                               | 29.0 | 6.0                                                                               | 41.0                                                                              |      |                                                                                   |                                                                                   |      |
| Max Q Clear Time (g_c+I1), s | 8.3                                                                               | 8.3                                                                               | 2.5                                                                               | 8.8                                                                               | 3.9                                                                               | 2.0  | 4.7                                                                               | 10.0                                                                              |      |                                                                                   |                                                                                   |      |
| Green Ext Time (p_c), s      | 0.0                                                                               | 6.2                                                                               | 0.0                                                                               | 1.1                                                                               | 0.0                                                                               | 8.3  | 0.0                                                                               | 1.2                                                                               |      |                                                                                   |                                                                                   |      |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |
| HCM 7th Control Delay, s/veh | 17.2                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |
| HCM 7th LOS                  | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |



# HCM 7th Signalized Intersection Summary

23: Magnolia Ave & Ontario Ave

04/17/2026



| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR  | NBL                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               | SBR                                                                               |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Configurations          |  |  |  |  |  |      |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 255                                                                               | 752                                                                               | 51                                                                                | 116                                                                               | 672                                                                               | 49   | 82                                                                                | 277                                                                               | 88                                                                                | 59                                                                                | 341                                                                               | 212                                                                               |
| Future Volume (veh/h)        | 255                                                                               | 752                                                                               | 51                                                                                | 116                                                                               | 672                                                                               | 49   | 82                                                                                | 277                                                                               | 88                                                                                | 59                                                                                | 341                                                                               | 212                                                                               |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |      | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870 | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              |
| Adj Flow Rate, veh/h         | 277                                                                               | 817                                                                               | 0                                                                                 | 126                                                                               | 730                                                                               | 0    | 89                                                                                | 301                                                                               | 96                                                                                | 64                                                                                | 371                                                                               | 230                                                                               |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Cap, veh/h                   | 398                                                                               | 1713                                                                              |                                                                                   | 216                                                                               | 1445                                                                              |      | 114                                                                               | 858                                                                               | 382                                                                               | 81                                                                                | 791                                                                               | 353                                                                               |
| Arrive On Green              | 0.12                                                                              | 0.34                                                                              | 0.00                                                                              | 0.06                                                                              | 0.28                                                                              | 0.00 | 0.06                                                                              | 0.24                                                                              | 0.24                                                                              | 0.05                                                                              | 0.22                                                                              | 0.22                                                                              |
| Sat Flow, veh/h              | 3456                                                                              | 5106                                                                              | 1585                                                                              | 3456                                                                              | 5274                                                                              | 0    | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                              | 3554                                                                              | 1585                                                                              |
| Grp Volume(v), veh/h         | 277                                                                               | 817                                                                               | 0                                                                                 | 126                                                                               | 730                                                                               | 0    | 89                                                                                | 301                                                                               | 96                                                                                | 64                                                                                | 371                                                                               | 230                                                                               |
| Grp Sat Flow(s),veh/h/ln     | 1728                                                                              | 1702                                                                              | 1585                                                                              | 1728                                                                              | 1702                                                                              | 0    | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1585                                                                              |
| Q Serve(g_s), s              | 4.5                                                                               | 7.4                                                                               | 0.0                                                                               | 2.1                                                                               | 7.0                                                                               | 0.0  | 2.9                                                                               | 4.1                                                                               | 2.9                                                                               | 2.1                                                                               | 5.3                                                                               | 7.7                                                                               |
| Cycle Q Clear(g_c), s        | 4.5                                                                               | 7.4                                                                               | 0.0                                                                               | 2.1                                                                               | 7.0                                                                               | 0.0  | 2.9                                                                               | 4.1                                                                               | 2.9                                                                               | 2.1                                                                               | 5.3                                                                               | 7.7                                                                               |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.00 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |
| Lane Grp Cap(c), veh/h       | 398                                                                               | 1713                                                                              |                                                                                   | 216                                                                               | 1445                                                                              |      | 114                                                                               | 858                                                                               | 382                                                                               | 81                                                                                | 791                                                                               | 353                                                                               |
| V/C Ratio(X)                 | 0.70                                                                              | 0.48                                                                              |                                                                                   | 0.58                                                                              | 0.51                                                                              |      | 0.78                                                                              | 0.35                                                                              | 0.25                                                                              | 0.79                                                                              | 0.47                                                                              | 0.65                                                                              |
| Avail Cap(c_a), veh/h        | 766                                                                               | 3002                                                                              |                                                                                   | 824                                                                               | 3089                                                                              |      | 273                                                                               | 2059                                                                              | 918                                                                               | 273                                                                               | 2059                                                                              | 918                                                                               |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Uniform Delay (d), s/veh     | 25.0                                                                              | 15.4                                                                              | 0.0                                                                               | 26.8                                                                              | 17.6                                                                              | 0.0  | 27.0                                                                              | 18.5                                                                              | 18.0                                                                              | 27.7                                                                              | 19.8                                                                              | 20.7                                                                              |
| Incr Delay (d2), s/veh       | 0.8                                                                               | 0.3                                                                               | 0.0                                                                               | 0.9                                                                               | 0.4                                                                               | 0.0  | 4.3                                                                               | 0.2                                                                               | 0.3                                                                               | 6.4                                                                               | 0.4                                                                               | 2.0                                                                               |
| 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(95%),veh/ln     | 8.2                                                                               | 4.7                                                                               | 0.0                                                                               | 1.5                                                                               | 4.6                                                                               | 0.0  | 2.3                                                                               | 2.9                                                                               | 1.8                                                                               | 1.8                                                                               | 3.7                                                                               | 5.1                                                                               |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| LnGrp Delay(d), s/veh        | 25.8                                                                              | 15.7                                                                              | 0.0                                                                               | 27.7                                                                              | 18.0                                                                              | 0.0  | 31.3                                                                              | 18.7                                                                              | 18.3                                                                              | 34.1                                                                              | 20.2                                                                              | 22.8                                                                              |
| LnGrp LOS                    | C                                                                                 | B                                                                                 |                                                                                   | C                                                                                 | B                                                                                 |      | C                                                                                 | B                                                                                 | B                                                                                 | C                                                                                 | C                                                                                 | C                                                                                 |
| Approach Vol, veh/h          | 1094                                                                              |                                                                                   |                                                                                   | 856                                                                               |                                                                                   |      | 486                                                                               |                                                                                   |                                                                                   | 665                                                                               |                                                                                   |                                                                                   |
| Approach Delay, s/veh        | 18.3                                                                              |                                                                                   |                                                                                   | 19.4                                                                              |                                                                                   |      | 20.9                                                                              |                                                                                   |                                                                                   | 22.5                                                                              |                                                                                   |                                                                                   |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |      | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6    | 7                                                                                 | 8                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Phs Duration (G+Y+Rc), s     | 7.7                                                                               | 25.2                                                                              | 7.8                                                                               | 18.1                                                                              | 10.8                                                                              | 22.1 | 6.7                                                                               | 19.2                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.5                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.5  | 4.0                                                                               | 5.0                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Max Green Setting (Gmax), s  | 14.0                                                                              | 34.5                                                                              | 9.0                                                                               | 34.0                                                                              | 13.0                                                                              | 35.5 | 9.0                                                                               | 34.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Max Q Clear Time (g_c+I), s  | 14.5                                                                              | 9.4                                                                               | 4.9                                                                               | 9.7                                                                               | 6.5                                                                               | 9.0  | 4.1                                                                               | 6.1                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Green Ext Time (p_c), s      | 0.1                                                                               | 8.4                                                                               | 0.0                                                                               | 3.3                                                                               | 0.3                                                                               | 7.6  | 0.0                                                                               | 2.3                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

## Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 19.9 |
| HCM 7th LOS                  | B    |

## Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

## ***Future with Project Conditions***

# HCM 7th Signalized Intersection Summary

1: E Grand Blvd/Grand Blvd & 3rd Street

04/17/2026

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 20                                                                                | 30                                                                                | 60                                                                                | 0                                                                                 | 31                                                                                | 22                                                                                | 113                                                                                 | 795                                                                                 | 8                                                                                   | 25                                                                                  | 582                                                                                 | 27                                                                                  |
| Future Volume (veh/h)        | 20                                                                                | 30                                                                                | 60                                                                                | 0                                                                                 | 31                                                                                | 22                                                                                | 113                                                                                 | 795                                                                                 | 8                                                                                   | 25                                                                                  | 582                                                                                 | 27                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 22                                                                                | 33                                                                                | 65                                                                                | 0                                                                                 | 34                                                                                | 24                                                                                | 123                                                                                 | 864                                                                                 | 9                                                                                   | 27                                                                                  | 633                                                                                 | 29                                                                                  |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 315                                                                               | 65                                                                                | 128                                                                               | 200                                                                               | 118                                                                               | 83                                                                                | 175                                                                                 | 1666                                                                                | 17                                                                                  | 59                                                                                  | 1373                                                                                | 63                                                                                  |
| Arrive On Green              | 0.12                                                                              | 0.12                                                                              | 0.12                                                                              | 0.00                                                                              | 0.12                                                                              | 0.12                                                                              | 0.10                                                                                | 0.46                                                                                | 0.46                                                                                | 0.03                                                                                | 0.40                                                                                | 0.40                                                                                |
| Sat Flow, veh/h              | 1345                                                                              | 563                                                                               | 1108                                                                              | 1297                                                                              | 1020                                                                              | 720                                                                               | 1781                                                                                | 3603                                                                                | 38                                                                                  | 1781                                                                                | 3460                                                                                | 158                                                                                 |
| Grp Volume(v), veh/h         | 22                                                                                | 0                                                                                 | 98                                                                                | 0                                                                                 | 0                                                                                 | 58                                                                                | 123                                                                                 | 426                                                                                 | 447                                                                                 | 27                                                                                  | 325                                                                                 | 337                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1345                                                                              | 0                                                                                 | 1671                                                                              | 1297                                                                              | 0                                                                                 | 1741                                                                              | 1781                                                                                | 1777                                                                                | 1864                                                                                | 1781                                                                                | 1777                                                                                | 1842                                                                                |
| Q Serve(g_s), s              | 0.5                                                                               | 0.0                                                                               | 2.0                                                                               | 0.0                                                                               | 0.0                                                                               | 1.1                                                                               | 2.4                                                                                 | 6.1                                                                                 | 6.1                                                                                 | 0.5                                                                                 | 4.9                                                                                 | 4.9                                                                                 |
| Cycle Q Clear(g_c), s        | 1.6                                                                               | 0.0                                                                               | 2.0                                                                               | 0.0                                                                               | 0.0                                                                               | 1.1                                                                               | 2.4                                                                                 | 6.1                                                                                 | 6.1                                                                                 | 0.5                                                                                 | 4.9                                                                                 | 4.9                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.66                                                                              | 1.00                                                                              |                                                                                   | 0.41                                                                              | 1.00                                                                                |                                                                                     | 0.02                                                                                | 1.00                                                                                |                                                                                     | 0.09                                                                                |
| Lane Grp Cap(c), veh/h       | 315                                                                               | 0                                                                                 | 193                                                                               | 200                                                                               | 0                                                                                 | 201                                                                               | 175                                                                                 | 821                                                                                 | 862                                                                                 | 59                                                                                  | 705                                                                                 | 731                                                                                 |
| V/C Ratio(X)                 | 0.07                                                                              | 0.00                                                                              | 0.51                                                                              | 0.00                                                                              | 0.00                                                                              | 0.29                                                                              | 0.70                                                                                | 0.52                                                                                | 0.52                                                                                | 0.46                                                                                | 0.46                                                                                | 0.46                                                                                |
| Avail Cap(c_a), veh/h        | 907                                                                               | 0                                                                                 | 929                                                                               | 1096                                                                              | 0                                                                                 | 1404                                                                              | 743                                                                                 | 1630                                                                                | 1710                                                                                | 743                                                                                 | 1482                                                                                | 1536                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 15.3                                                                              | 0.0                                                                               | 14.9                                                                              | 0.0                                                                               | 0.0                                                                               | 14.6                                                                              | 15.7                                                                                | 6.8                                                                                 | 6.8                                                                                 | 17.1                                                                                | 8.0                                                                                 | 8.0                                                                                 |
| Incr Delay (d2), s/veh       | 0.1                                                                               | 0.0                                                                               | 2.1                                                                               | 0.0                                                                               | 0.0                                                                               | 0.8                                                                               | 1.9                                                                                 | 0.7                                                                                 | 0.7                                                                                 | 2.1                                                                                 | 0.7                                                                                 | 0.6                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 0.3                                                                               | 0.0                                                                               | 1.3                                                                               | 0.0                                                                               | 0.0                                                                               | 0.7                                                                               | 1.6                                                                                 | 2.8                                                                                 | 2.9                                                                                 | 0.4                                                                                 | 2.5                                                                                 | 2.6                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 15.4                                                                              | 0.0                                                                               | 17.0                                                                              | 0.0                                                                               | 0.0                                                                               | 15.3                                                                              | 17.6                                                                                | 7.6                                                                                 | 7.5                                                                                 | 19.2                                                                                | 8.7                                                                                 | 8.7                                                                                 |
| LnGrp LOS                    | B                                                                                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 | B                                                                                   | A                                                                                   | A                                                                                   | B                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          | 120                                                                               |                                                                                   |                                                                                   | 58                                                                                |                                                                                   |                                                                                   | 996                                                                                 |                                                                                     |                                                                                     | 689                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 16.7                                                                              |                                                                                   |                                                                                   | 15.3                                                                              |                                                                                   |                                                                                   | 8.8                                                                                 |                                                                                     |                                                                                     | 9.1                                                                                 |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 5.2                                                                               | 21.6                                                                              |                                                                                   | 9.2                                                                               | 7.5                                                                               | 19.3                                                                              |                                                                                     | 9.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               |                                                                                     | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 15.0                                                                              | 33.0                                                                              |                                                                                   | 20.0                                                                              | 15.0                                                                              | 30.0                                                                              |                                                                                     | 29.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 2.5                                                                               | 8.1                                                                               |                                                                                   | 4.0                                                                               | 4.4                                                                               | 6.9                                                                               |                                                                                     | 3.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 8.5                                                                               |                                                                                   | 0.5                                                                               | 0.1                                                                               | 6.0                                                                               |                                                                                     | 0.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 9.6                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

7. FP AM Future with Project - AM 8:00 am 04/17/2026  
GTC

Synchro 12 Report  
Page 1

| Intersection             |                                                                                   |      |                                                                                   |      |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 2.1                                                                               |      |                                                                                   |      |                                                                                   |                                                                                   |
| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL                                                                               | SBT                                                                               |
| Lane Configurations      |  |      |  |      |  |  |
| Traffic Vol, veh/h       | 3                                                                                 | 139  | 796                                                                               | 13   | 135                                                                               | 532                                                                               |
| Future Vol, veh/h        | 3                                                                                 | 139  | 796                                                                               | 13   | 135                                                                               | 532                                                                               |
| 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                                                                                 | -    | -                                                                                 | -    | 50                                                                                | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | 0                                                                                 | -    | -                                                                                 | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -    | 0                                                                                 | -    | -                                                                                 | 0                                                                                 |
| Peak Hour Factor         | 92                                                                                | 92   | 92                                                                                | 92   | 92                                                                                | 92                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 3                                                                                 | 151  | 865                                                                               | 14   | 147                                                                               | 578                                                                               |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 1455   | 440    | 0      |
| Stage 1              | 872    | -      | -      |
| Stage 2              | 583    | -      | -      |
| Critical Hdwy        | 6.84   | 6.94   | -      |
| Critical Hdwy Stg 1  | 5.84   | -      | -      |
| Critical Hdwy Stg 2  | 5.84   | -      | -      |
| Follow-up Hdwy       | 3.52   | 3.32   | -      |
| Pot Cap-1 Maneuver   | 121    | 565    | -      |
| Stage 1              | 369    | -      | -      |
| Stage 2              | 521    | -      | -      |
| Platoon blocked, %   |        | -      | -      |
| Mov Cap-1 Maneuver   | 98     | 565    | -      |
| Mov Cap-2 Maneuver   | 224    | -      | -      |
| Stage 1              | 369    | -      | -      |
| Stage 2              | 421    | -      | -      |

| Approach          | WB    | NB | SB   |
|-------------------|-------|----|------|
| HCM Ctrl Dly, s/v | 14.14 | 0  | 2.19 |
| HCM LOS           | B     |    |      |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT   |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h)      | -   | -        | 547   | 764   |
| HCM Lane V/C Ratio    | -   | -        | 0.282 | 0.192 |
| HCM Ctrl Dly (s/v)    | -   | -        | 14.1  | 10.8  |
| HCM Lane LOS          | -   | -        | B     | B     |
| HCM 95th %tile Q(veh) | -   | -        | 1.2   | 0.7   |

**Intersection**

Int Delay, s/veh 0.6

| Movement                 | EBT                                                                               | EBR  | WBL  | WBT                                                                               | NBL                                                                               | NBR  |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 127                                                                               | 23   | 5    | 144                                                                               | 14                                                                                | 0    |
| Future Vol, veh/h        | 127                                                                               | 23   | 5    | 144                                                                               | 14                                                                                | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Free                                                                              | Free | Free | Free                                                                              | Stop                                                                              | Stop |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | -                                                                                 | -    | -    | -                                                                                 | 0                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92   | 92   | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2    | 2                                                                                 | 2                                                                                 | 2    |
| Mvmt Flow                | 138                                                                               | 25   | 5    | 157                                                                               | 15                                                                                | 0    |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 163    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | 4.12   |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | 2.218  |
| Pot Cap-1 Maneuver   | -      | -      | 1416   |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 1416   |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach          | EB | WB   | NB    |
|-------------------|----|------|-------|
| HCM Ctrl Dly, s/v | 0  | 0.25 | 10.48 |
| HCM LOS           |    |      | B     |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 672   | -   | -   | 60    | -   |
| HCM Lane V/C Ratio    | 0.023 | -   | -   | 0.004 | -   |
| HCM Ctrl Dly (s/v)    | 10.5  | -   | -   | 7.6   | 0   |
| HCM Lane LOS          | B     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | 0     | -   |

| Intersection             |      |                                                                                   |                                                                                   |      |                                                                                   |      |
|--------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.7  |                                                                                   |                                                                                   |      |                                                                                   |      |
| Movement                 | EBL  | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
| Lane Configurations      |      |  |  |      |  |      |
| Traffic Vol, veh/h       | 7    | 121                                                                               | 136                                                                               | 12   | 10                                                                                | 4    |
| Future Vol, veh/h        | 7    | 121                                                                               | 136                                                                               | 12   | 10                                                                                | 4    |
| Conflicting Peds, #/hr   | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0    |
| Sign Control             | Free | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop |
| RT Channelized           | -    | None                                                                              | -                                                                                 | None | -                                                                                 | None |
| Storage Length           | -    | -                                                                                 | -                                                                                 | -    | 0                                                                                 | -    |
| Veh in Median Storage, # | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Grade, %                 | -    | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Peak Hour Factor         | 92   | 92                                                                                | 92                                                                                | 92   | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 8    | 132                                                                               | 148                                                                               | 13   | 11                                                                                | 4    |

| Major/Minor          | Major1 | Major2 | Minor2        |
|----------------------|--------|--------|---------------|
| Conflicting Flow All | 161    | 0      | 0 301 154     |
| Stage 1              | -      | -      | - 154 -       |
| Stage 2              | -      | -      | - 147 -       |
| Critical Hdwy        | 4.12   | -      | - 6.42 6.22   |
| Critical Hdwy Stg 1  | -      | -      | - 5.42 -      |
| Critical Hdwy Stg 2  | -      | -      | - 5.42 -      |
| Follow-up Hdwy       | 2.218  | -      | - 3.518 3.318 |
| Pot Cap-1 Maneuver   | 1418   | -      | - 690 892     |
| Stage 1              | -      | -      | - 874 -       |
| Stage 2              | -      | -      | - 881 -       |
| Platoon blocked, %   | -      | -      | -             |
| Mov Cap-1 Maneuver   | 1418   | -      | - 686 892     |
| Mov Cap-2 Maneuver   | -      | -      | - 686 -       |
| Stage 1              | -      | -      | - 869 -       |
| Stage 2              | -      | -      | - 881 -       |

| Approach          | EB   | WB | SB |
|-------------------|------|----|----|
| HCM Ctrl Dly, s/v | 0.41 | 0  | 10 |
| HCM LOS           |      |    | B  |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 98    | -   | -   | -   | 735   |
| HCM Lane V/C Ratio    | 0.005 | -   | -   | -   | 0.021 |
| HCM Ctrl Dly (s/v)    | 7.6   | 0   | -   | -   | 10    |
| HCM Lane LOS          | A     | A   | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   | 0.1   |

| Intersection             |                                                                                   |      |      |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 5                                                                                 |      |      |                                                                                   |                                                                                   |      |
| Movement                 | EBT                                                                               | EBR  | WBL  | WBT                                                                               | NBL                                                                               | NBR  |
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 2                                                                                 | 143  | 1    | 3                                                                                 | 154                                                                               | 1    |
| Future Vol, veh/h        | 2                                                                                 | 143  | 1    | 3                                                                                 | 154                                                                               | 1    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Free                                                                              | Free | Free | Free                                                                              | Stop                                                                              | Stop |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | -                                                                                 | -    | -    | -                                                                                 | 0                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92   | 92   | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2    | 2                                                                                 | 2                                                                                 | 2    |
| Mvmt Flow                | 2                                                                                 | 155  | 1    | 3                                                                                 | 167                                                                               | 1    |

| Major/Minor          | Major1 | Major2 | Minor1 |   |       |       |
|----------------------|--------|--------|--------|---|-------|-------|
| Conflicting Flow All | 0      | 0      | 158    | 0 | 85    | 80    |
| Stage 1              | -      | -      | -      | - | 80    | -     |
| Stage 2              | -      | -      | -      | - | 5     | -     |
| Critical Hdwy        | -      | -      | 4.12   | - | 6.42  | 6.22  |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.42  | -     |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.42  | -     |
| Follow-up Hdwy       | -      | -      | 2.218  | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver   | -      | -      | 1422   | - | 916   | 980   |
| Stage 1              | -      | -      | -      | - | 943   | -     |
| Stage 2              | -      | -      | -      | - | 1018  | -     |
| Platoon blocked, %   | -      | -      | -      | - | -     | -     |
| Mov Cap-1 Maneuver   | -      | -      | 1422   | - | 915   | 980   |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 915   | -     |
| Stage 1              | -      | -      | -      | - | 943   | -     |
| Stage 2              | -      | -      | -      | - | 1017  | -     |

| Approach          | EB | WB   | NB   |
|-------------------|----|------|------|
| HCM Ctrl Dly, s/v | 0  | 1.88 | 9.82 |
| HCM LOS           |    |      | A    |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 916   | -   | -   | 450   | -   |
| HCM Lane V/C Ratio    | 0.184 | -   | -   | 0.001 | -   |
| HCM Ctrl Dly (s/v)    | 9.8   | -   | -   | 7.5   | 0   |
| HCM Lane LOS          | A     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 0.7   | -   | -   | 0     | -   |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0    |      |      |      |      |      |
| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations      |      | ↗    | ↗↗   |      |      | ↗↗   |
| Traffic Vol, veh/h       | 0    | 0    | 810  | 40   | 0    | 544  |
| Future Vol, veh/h        | 0    | 0    | 810  | 40   | 0    | 544  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | 0    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | 0    | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0    | 0    | 880  | 43   | 0    | 591  |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | -      | 462    | 0      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | 6.94   | -      |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | 3.32   | -      |
| Pot Cap-1 Maneuver   | 0      | 547    | -      |
| Stage 1              | 0      | -      | -      |
| Stage 2              | 0      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | 547    | -      |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach          | WB | NB | SB |
|-------------------|----|----|----|
| HCM Ctrl Dly, s/v | 0  | 0  | 0  |
| HCM LOS           | A  |    |    |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBT |
|-----------------------|-----|----------|-----|
| Capacity (veh/h)      | -   | -        | -   |
| HCM Lane V/C Ratio    | -   | -        | -   |
| HCM Ctrl Dly (s/v)    | -   | 0        | -   |
| HCM Lane LOS          | -   | A        | -   |
| HCM 95th %tile Q(veh) | -   | -        | -   |



# HCM 7th Signalized Intersection Summary

7: E Grand Blvd & 6th St

04/17/2026

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 35                                                                                | 268                                                                               | 56                                                                                | 131                                                                               | 557                                                                               | 344                                                                               | 87                                                                                 | 475                                                                                 | 94                                                                                  | 155                                                                                 | 369                                                                                 | 16                                                                                  |
| Future Volume (veh/h)        | 35                                                                                | 268                                                                               | 56                                                                                | 131                                                                               | 557                                                                               | 344                                                                               | 87                                                                                 | 475                                                                                 | 94                                                                                  | 155                                                                                 | 369                                                                                 | 16                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                 |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                               | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 38                                                                                | 291                                                                               | 61                                                                                | 142                                                                               | 605                                                                               | 374                                                                               | 95                                                                                 | 516                                                                                 | 102                                                                                 | 168                                                                                 | 401                                                                                 | 17                                                                                  |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 48                                                                                | 802                                                                               | 680                                                                               | 173                                                                               | 933                                                                               | 791                                                                               | 120                                                                                | 591                                                                                 | 116                                                                                 | 197                                                                                 | 845                                                                                 | 36                                                                                  |
| Arrive On Green              | 0.05                                                                              | 0.86                                                                              | 0.86                                                                              | 0.03                                                                              | 0.16                                                                              | 0.16                                                                              | 0.07                                                                               | 0.20                                                                                | 0.20                                                                                | 0.11                                                                                | 0.24                                                                                | 0.24                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                               | 2960                                                                                | 582                                                                                 | 1781                                                                                | 3474                                                                                | 147                                                                                 |
| Grp Volume(v), veh/h         | 38                                                                                | 291                                                                               | 61                                                                                | 142                                                                               | 605                                                                               | 374                                                                               | 95                                                                                 | 309                                                                                 | 309                                                                                 | 168                                                                                 | 205                                                                                 | 213                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                               | 1777                                                                                | 1766                                                                                | 1781                                                                                | 1777                                                                                | 1844                                                                                |
| Q Serve(g_s), s              | 2.3                                                                               | 3.5                                                                               | 0.7                                                                               | 8.7                                                                               | 33.3                                                                              | 23.5                                                                              | 5.8                                                                                | 18.5                                                                                | 18.7                                                                                | 10.2                                                                                | 10.8                                                                                | 10.9                                                                                |
| Cycle Q Clear(g_c), s        | 2.3                                                                               | 3.5                                                                               | 0.7                                                                               | 8.7                                                                               | 33.3                                                                              | 23.5                                                                              | 5.8                                                                                | 18.5                                                                                | 18.7                                                                                | 10.2                                                                                | 10.8                                                                                | 10.9                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 0.33                                                                                | 1.00                                                                                |                                                                                     | 0.08                                                                                |
| Lane Grp Cap(c), veh/h       | 48                                                                                | 802                                                                               | 680                                                                               | 173                                                                               | 933                                                                               | 791                                                                               | 120                                                                                | 355                                                                                 | 352                                                                                 | 197                                                                                 | 432                                                                                 | 448                                                                                 |
| V/C Ratio(X)                 | 0.79                                                                              | 0.36                                                                              | 0.09                                                                              | 0.82                                                                              | 0.65                                                                              | 0.47                                                                              | 0.79                                                                               | 0.87                                                                                | 0.88                                                                                | 0.85                                                                                | 0.47                                                                                | 0.48                                                                                |
| Avail Cap(c_a), veh/h        | 162                                                                               | 802                                                                               | 680                                                                               | 291                                                                               | 933                                                                               | 791                                                                               | 178                                                                                | 372                                                                                 | 369                                                                                 | 243                                                                                 | 436                                                                                 | 453                                                                                 |
| HCM Platoon Ratio            | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 0.33                                                                              | 0.33                                                                              | 0.33                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.90                                                                               | 0.90                                                                                | 0.90                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 51.7                                                                              | 4.7                                                                               | 4.5                                                                               | 52.3                                                                              | 36.9                                                                              | 32.8                                                                              | 50.6                                                                               | 42.7                                                                                | 42.7                                                                                | 48.0                                                                                | 35.6                                                                                | 35.6                                                                                |
| Incr Delay (d2), s/veh       | 9.4                                                                               | 1.2                                                                               | 0.2                                                                               | 3.7                                                                               | 3.5                                                                               | 2.0                                                                               | 6.9                                                                                | 19.0                                                                                | 20.0                                                                                | 17.9                                                                                | 1.7                                                                                 | 1.7                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 2.0                                                                               | 2.4                                                                               | 0.5                                                                               | 7.7                                                                               | 24.4                                                                              | 15.7                                                                              | 5.0                                                                                | 14.8                                                                                | 15.0                                                                                | 9.3                                                                                 | 8.5                                                                                 | 8.8                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 61.1                                                                              | 5.9                                                                               | 4.7                                                                               | 56.0                                                                              | 40.4                                                                              | 34.9                                                                              | 57.5                                                                               | 61.7                                                                                | 62.7                                                                                | 65.9                                                                                | 37.3                                                                                | 37.3                                                                                |
| LnGrp LOS                    | E                                                                                 | A                                                                                 | A                                                                                 | E                                                                                 | D                                                                                 | C                                                                                 | E                                                                                  | E                                                                                   | E                                                                                   | E                                                                                   | D                                                                                   | D                                                                                   |
| Approach Vol, veh/h          | 390                                                                               |                                                                                   |                                                                                   | 1121                                                                              |                                                                                   |                                                                                   | 713                                                                                |                                                                                     |                                                                                     | 586                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 11.1                                                                              |                                                                                   |                                                                                   | 40.5                                                                              |                                                                                   |                                                                                   | 61.5                                                                               |                                                                                     |                                                                                     | 45.5                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | E                                                                                  |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 14.7                                                                              | 52.2                                                                              | 11.4                                                                              | 31.7                                                                              | 7.0                                                                               | 59.9                                                                              | 16.2                                                                               | 27.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                                | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 18.0                                                                              | 36.0                                                                              | 11.0                                                                              | 27.0                                                                              | 10.0                                                                              | 44.0                                                                              | 15.0                                                                               | 23.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 10.7                                                                              | 5.5                                                                               | 7.8                                                                               | 12.9                                                                              | 4.3                                                                               | 35.3                                                                              | 12.2                                                                               | 20.7                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.1                                                                               | 4.1                                                                               | 0.0                                                                               | 3.6                                                                               | 0.0                                                                               | 5.6                                                                               | 0.1                                                                                | 1.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 42.8                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

7. FP AM Future with Project - AM 8:00 am 04/17/2026  
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| Intersection             |        |        |      |        |      |      |
|--------------------------|--------|--------|------|--------|------|------|
| Int Delay, s/veh         | 0.2    |        |      |        |      |      |
| Movement                 | EBL    | EBT    | WBT  | WBR    | SBL  | SBR  |
| Lane Configurations      |        | ↑↑     | ↑↑   |        |      | ↗    |
| Traffic Vol, veh/h       | 0      | 525    | 1013 | 1      | 0    | 23   |
| Future Vol, veh/h        | 0      | 525    | 1013 | 1      | 0    | 23   |
| Conflicting Peds, #/hr   | 0      | 0      | 0    | 0      | 0    | 0    |
| Sign Control             | Free   | Free   | Free | Free   | Stop | Stop |
| RT Channelized           | -      | None   | -    | None   | -    | None |
| Storage Length           | -      | -      | -    | -      | -    | 0    |
| Veh in Median Storage, # | -      | 0      | 0    | -      | 0    | -    |
| Grade, %                 | -      | 0      | 0    | -      | 0    | -    |
| Peak Hour Factor         | 92     | 92     | 92   | 92     | 92   | 92   |
| Heavy Vehicles, %        | 2      | 2      | 2    | 2      | 2    | 2    |
| Mvmt Flow                | 0      | 571    | 1101 | 1      | 0    | 25   |
|                          |        |        |      |        |      |      |
| Major/Minor              | Major1 | Major2 |      | Minor2 |      |      |
| Conflicting Flow All     | -      | 0      | -    | 0      | -    | 551  |
| Stage 1                  | -      | -      | -    | -      | -    | -    |
| Stage 2                  | -      | -      | -    | -      | -    | -    |
| Critical Hdwy            | -      | -      | -    | -      | -    | 6.94 |
| Critical Hdwy Stg 1      | -      | -      | -    | -      | -    | -    |
| Critical Hdwy Stg 2      | -      | -      | -    | -      | -    | -    |
| Follow-up Hdwy           | -      | -      | -    | -      | -    | 3.32 |
| Pot Cap-1 Maneuver       | 0      | -      | -    | -      | 0    | 478  |
| Stage 1                  | 0      | -      | -    | -      | 0    | -    |
| Stage 2                  | 0      | -      | -    | -      | 0    | -    |
| Platoon blocked, %       |        | -      | -    | -      |      |      |
| Mov Cap-1 Maneuver       | -      | -      | -    | -      | -    | 478  |
| Mov Cap-2 Maneuver       | -      | -      | -    | -      | -    | -    |
| Stage 1                  | -      | -      | -    | -      | -    | -    |
| Stage 2                  | -      | -      | -    | -      | -    | -    |
|                          |        |        |      |        |      |      |
|                          |        |        |      |        |      |      |
| Approach                 | EB     | WB     |      | SB     |      |      |
| HCM Ctrl Dly, s/v        | 0      | 0      |      | 12.95  |      |      |
| HCM LOS                  | B      |        |      |        |      |      |
|                          |        |        |      |        |      |      |
| Minor Lane/Major Mvmt    | EBT    | WBT    | WBR  | SBLn1  |      |      |
| Capacity (veh/h)         | -      | -      | -    | 478    |      |      |
| HCM Lane V/C Ratio       | -      | -      | -    | 0.052  |      |      |
| HCM Ctrl Dly (s/v)       | -      | -      | -    | 12.9   |      |      |
| HCM Lane LOS             | -      | -      | -    | B      |      |      |
| HCM 95th %tile Q(veh)    | -      | -      | -    | 0.2    |      |      |

# HCM 7th Signalized Intersection Summary

9: Rimpau Ave & 6th St

04/17/2026

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 5                                                                                 | 387                                                                               | 117                                                                               | 136                                                                               | 823                                                                               | 49                                                                                | 175                                                                                 | 120                                                                                 | 105                                                                                 | 54                                                                                  | 98                                                                                  | 4                                                                                   |
| Future Volume (veh/h)        | 5                                                                                 | 387                                                                               | 117                                                                               | 136                                                                               | 823                                                                               | 49                                                                                | 175                                                                                 | 120                                                                                 | 105                                                                                 | 54                                                                                  | 98                                                                                  | 4                                                                                   |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 5                                                                                 | 421                                                                               | 127                                                                               | 148                                                                               | 895                                                                               | 53                                                                                | 190                                                                                 | 130                                                                                 | 114                                                                                 | 59                                                                                  | 107                                                                                 | 4                                                                                   |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 11                                                                                | 1415                                                                              | 423                                                                               | 179                                                                               | 2109                                                                              | 125                                                                               | 308                                                                                 | 154                                                                                 | 135                                                                                 | 170                                                                                 | 191                                                                                 | 7                                                                                   |
| Arrive On Green              | 0.01                                                                              | 1.00                                                                              | 1.00                                                                              | 0.10                                                                              | 0.62                                                                              | 0.62                                                                              | 0.10                                                                                | 0.17                                                                                | 0.17                                                                                | 0.04                                                                                | 0.11                                                                                | 0.11                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 2697                                                                              | 806                                                                               | 1781                                                                              | 3409                                                                              | 202                                                                               | 1781                                                                                | 919                                                                                 | 806                                                                                 | 1781                                                                                | 1791                                                                                | 67                                                                                  |
| Grp Volume(v), veh/h         | 5                                                                                 | 276                                                                               | 272                                                                               | 148                                                                               | 466                                                                               | 482                                                                               | 190                                                                                 | 0                                                                                   | 244                                                                                 | 59                                                                                  | 0                                                                                   | 111                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1725                                                                              | 1781                                                                              | 1777                                                                              | 1834                                                                              | 1781                                                                                | 0                                                                                   | 1725                                                                                | 1781                                                                                | 0                                                                                   | 1858                                                                                |
| Q Serve(g_s), s              | 0.3                                                                               | 0.0                                                                               | 0.0                                                                               | 9.0                                                                               | 14.9                                                                              | 14.9                                                                              | 10.2                                                                                | 0.0                                                                                 | 15.1                                                                                | 3.2                                                                                 | 0.0                                                                                 | 6.2                                                                                 |
| Cycle Q Clear(g_c), s        | 0.3                                                                               | 0.0                                                                               | 0.0                                                                               | 9.0                                                                               | 14.9                                                                              | 14.9                                                                              | 10.2                                                                                | 0.0                                                                                 | 15.1                                                                                | 3.2                                                                                 | 0.0                                                                                 | 6.2                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.47                                                                              | 1.00                                                                              |                                                                                   | 0.11                                                                              | 1.00                                                                                |                                                                                     | 0.47                                                                                | 1.00                                                                                |                                                                                     | 0.04                                                                                |
| Lane Grp Cap(c), veh/h       | 11                                                                                | 932                                                                               | 905                                                                               | 179                                                                               | 1099                                                                              | 1134                                                                              | 308                                                                                 | 0                                                                                   | 288                                                                                 | 170                                                                                 | 0                                                                                   | 199                                                                                 |
| V/C Ratio(X)                 | 0.44                                                                              | 0.30                                                                              | 0.30                                                                              | 0.83                                                                              | 0.42                                                                              | 0.42                                                                              | 0.62                                                                                | 0.00                                                                                | 0.85                                                                                | 0.35                                                                                | 0.00                                                                                | 0.56                                                                                |
| Avail Cap(c_a), veh/h        | 162                                                                               | 932                                                                               | 905                                                                               | 291                                                                               | 1099                                                                              | 1134                                                                              | 308                                                                                 | 0                                                                                   | 423                                                                                 | 197                                                                                 | 0                                                                                   | 372                                                                                 |
| 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)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.66                                                                                | 0.00                                                                                | 0.66                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 54.1                                                                              | 0.0                                                                               | 0.0                                                                               | 48.5                                                                              | 10.9                                                                              | 10.9                                                                              | 37.3                                                                                | 0.0                                                                                 | 44.4                                                                                | 41.8                                                                                | 0.0                                                                                 | 46.7                                                                                |
| Incr Delay (d2), s/veh       | 23.9                                                                              | 0.8                                                                               | 0.9                                                                               | 9.8                                                                               | 1.2                                                                               | 1.2                                                                               | 2.5                                                                                 | 0.0                                                                                 | 8.3                                                                                 | 1.2                                                                                 | 0.0                                                                                 | 3.5                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 0.4                                                                               | 0.4                                                                               | 0.4                                                                               | 7.9                                                                               | 9.9                                                                               | 10.1                                                                              | 7.5                                                                                 | 0.0                                                                                 | 10.6                                                                                | 2.6                                                                                 | 0.0                                                                                 | 5.5                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 78.0                                                                              | 0.8                                                                               | 0.9                                                                               | 58.3                                                                              | 12.1                                                                              | 12.0                                                                              | 39.8                                                                                | 0.0                                                                                 | 52.8                                                                                | 43.0                                                                                | 0.0                                                                                 | 50.1                                                                                |
| LnGrp LOS                    | E                                                                                 | A                                                                                 | A                                                                                 | E                                                                                 | B                                                                                 | B                                                                                 | D                                                                                   |                                                                                     | D                                                                                   | D                                                                                   |                                                                                     | D                                                                                   |
| Approach Vol, veh/h          | 553                                                                               |                                                                                   |                                                                                   |                                                                                   | 1096                                                                              |                                                                                   | 434                                                                                 |                                                                                     |                                                                                     |                                                                                     | 170                                                                                 |                                                                                     |
| Approach Delay, s/veh        | 1.5                                                                               |                                                                                   |                                                                                   |                                                                                   | 18.3                                                                              |                                                                                   | 47.1                                                                                |                                                                                     |                                                                                     |                                                                                     | 47.7                                                                                |                                                                                     |
| Approach LOS                 | A                                                                                 |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   | D                                                                                   |                                                                                     |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 15.0                                                                              | 63.2                                                                              | 8.4                                                                               | 23.4                                                                              | 4.7                                                                               | 73.5                                                                              | 15.0                                                                                | 16.8                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.5                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.5                                                                               | 4.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 18.0                                                                              | 40.5                                                                              | 6.0                                                                               | 27.0                                                                              | 10.0                                                                              | 48.5                                                                              | 11.0                                                                                | 22.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 11.0                                                                              | 2.0                                                                               | 5.2                                                                               | 17.1                                                                              | 2.3                                                                               | 16.9                                                                              | 12.2                                                                                | 8.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.2                                                                               | 7.6                                                                               | 0.0                                                                               | 1.3                                                                               | 0.0                                                                               | 13.8                                                                              | 0.0                                                                                 | 0.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh |                                                                                   |                                                                                   | 21.9                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

7. FP AM Future with Project - AM 8:00 am 04/17/2026  
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**Intersection**

Int Delay, s/veh 0.2

**Movement** EBT EBR WBL WBT NBL NBR

Lane Configurations

Traffic Vol, veh/h 127 8 1 144 5 0

Future Vol, veh/h 127 8 1 144 5 0

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 138 9 1 157 5 0

**Major/Minor** Major1 Major2 Minor1

Conflicting Flow All 0 0 147 0 301 142

Stage 1 - - - - 142 -

Stage 2 - - - - 159 -

Critical Hdwy - - 4.12 - 6.42 6.22

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy - - 2.218 - 3.518 3.318

Pot Cap-1 Maneuver - - 1435 - 690 905

Stage 1 - - - - 885 -

Stage 2 - - - - 870 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver - - 1435 - 690 905

Mov Cap-2 Maneuver - - - - 690 -

Stage 1 - - - - 885 -

Stage 2 - - - - 869 -

**Approach** EB WB NB

HCM Ctrl Dly, s/v 0 0.05 10.26

HCM LOS B

**Minor Lane/Major Mvmt** NBLn1 EBT EBR WBL WBT

Capacity (veh/h) 690 - - 12 -

HCM Lane V/C Ratio 0.008 - - 0.001 -

HCM Ctrl Dly (s/v) 10.3 - - 7.5 0

HCM Lane LOS B - - A A

HCM 95th %tile Q(veh) 0 - - 0 -

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.2  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 2    | 0    | 14   | 6    | 0    | 6    | 18   | 146  | 6    | 1    | 133  | 10   |
| Future Vol, veh/h        | 2    | 0    | 14   | 6    | 0    | 6    | 18   | 146  | 6    | 1    | 133  | 10   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 2    | 0    | 15   | 7    | 0    | 7    | 20   | 159  | 7    | 1    | 145  | 11   |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       | Major2 |   |   |       |   |   |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 350    | 357   | 150    | 348   | 359    | 162   | 155    | 0 | 0 | 165   | 0 | 0 |
| Stage 1              | 152    | 152   | -      | 201   | 201    | -     | -      | - | - | -     | - | - |
| Stage 2              | 198    | 204   | -      | 147   | 158    | -     | -      | - | - | -     | - | - |
| Critical Hdwy        | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12   | - | - | 4.12  | - | - |
| Critical Hdwy Stg 1  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Critical Hdwy Stg 2  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Follow-up Hdwy       | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218  | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver   | 605    | 569   | 896    | 607   | 568    | 883   | 1425   | - | - | 1413  | - | - |
| Stage 1              | 850    | 771   | -      | 801   | 735    | -     | -      | - | - | -     | - | - |
| Stage 2              | 804    | 732   | -      | 856   | 767    | -     | -      | - | - | -     | - | - |
| Platoon blocked, %   |        |       |        |       |        |       |        | - | - | -     | - | - |
| Mov Cap-1 Maneuver   | 591    | 560   | 896    | 587   | 559    | 883   | 1425   | - | - | 1413  | - | - |
| Mov Cap-2 Maneuver   | 591    | 560   | -      | 587   | 559    | -     | -      | - | - | -     | - | - |
| Stage 1              | 850    | 771   | -      | 789   | 724    | -     | -      | - | - | -     | - | - |
| Stage 2              | 786    | 721   | -      | 841   | 767    | -     | -      | - | - | -     | - | - |

| Approach          | EB   |  | WB   |  | NB  |  | SB   |  |
|-------------------|------|--|------|--|-----|--|------|--|
| HCM Ctrl Dly, s/v | 9.37 |  | 10.2 |  | 0.8 |  | 0.05 |  |
| HCM LOS           | A    |  | B    |  |     |  |      |  |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1WBLn1 | SBL   | SBT   | SBR |
|-----------------------|-------|-----|-----|------------|-------|-------|-----|
| Capacity (veh/h)      | 189   | -   | -   | 842        | 705   | 12    | -   |
| HCM Lane V/C Ratio    | 0.014 | -   | -   | 0.021      | 0.018 | 0.001 | -   |
| HCM Ctrl Dly (s/v)    | 7.6   | 0   | -   | 9.4        | 10.2  | 7.5   | 0   |
| HCM Lane LOS          | A     | A   | -   | A          | B     | A     | A   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 0.1        | 0.1   | 0     | -   |

| Intersection             |        |        |      |        |      |      |
|--------------------------|--------|--------|------|--------|------|------|
| Int Delay, s/veh         | 0      |        |      |        |      |      |
| Movement                 | EBL    | EBT    | WBT  | WBR    | SBL  | SBR  |
| Lane Configurations      |        | ↑↑     | ↑↑   |        |      | ↗    |
| Traffic Vol, veh/h       | 0      | 520    | 1005 | 11     | 0    | 4    |
| Future Vol, veh/h        | 0      | 520    | 1005 | 11     | 0    | 4    |
| Conflicting Peds, #/hr   | 0      | 0      | 0    | 0      | 0    | 0    |
| Sign Control             | Free   | Free   | Free | Free   | Stop | Stop |
| RT Channelized           | -      | None   | -    | None   | -    | None |
| Storage Length           | -      | -      | -    | -      | -    | 0    |
| Veh in Median Storage, # | -      | 0      | 0    | -      | 0    | -    |
| Grade, %                 | -      | 0      | 0    | -      | 0    | -    |
| Peak Hour Factor         | 92     | 92     | 92   | 92     | 92   | 92   |
| Heavy Vehicles, %        | 2      | 2      | 2    | 2      | 2    | 2    |
| Mvmt Flow                | 0      | 565    | 1092 | 12     | 0    | 4    |
|                          |        |        |      |        |      |      |
| Major/Minor              | Major1 | Major2 |      | Minor2 |      |      |
| Conflicting Flow All     | -      | 0      | -    | 0      | -    | 552  |
| Stage 1                  | -      | -      | -    | -      | -    | -    |
| Stage 2                  | -      | -      | -    | -      | -    | -    |
| Critical Hdwy            | -      | -      | -    | -      | -    | 6.94 |
| Critical Hdwy Stg 1      | -      | -      | -    | -      | -    | -    |
| Critical Hdwy Stg 2      | -      | -      | -    | -      | -    | -    |
| Follow-up Hdwy           | -      | -      | -    | -      | -    | 3.32 |
| Pot Cap-1 Maneuver       | 0      | -      | -    | -      | 0    | 477  |
| Stage 1                  | 0      | -      | -    | -      | 0    | -    |
| Stage 2                  | 0      | -      | -    | -      | 0    | -    |
| Platoon blocked, %       |        | -      | -    | -      |      |      |
| Mov Cap-1 Maneuver       | -      | -      | -    | -      | -    | 477  |
| Mov Cap-2 Maneuver       | -      | -      | -    | -      | -    | -    |
| Stage 1                  | -      | -      | -    | -      | -    | -    |
| Stage 2                  | -      | -      | -    | -      | -    | -    |
|                          |        |        |      |        |      |      |
|                          |        |        |      |        |      |      |
| Approach                 | EB     | WB     |      | SB     |      |      |
| HCM Ctrl Dly, s/v        | 0      | 0      |      | 12.61  |      |      |
| HCM LOS                  | B      |        |      |        |      |      |
|                          |        |        |      |        |      |      |
|                          |        |        |      |        |      |      |
| Minor Lane/Major Mvmt    | EBT    | WBT    | WBR  | SBLn1  |      |      |
| Capacity (veh/h)         | -      | -      | -    | 477    |      |      |
| HCM Lane V/C Ratio       | -      | -      | -    | 0.009  |      |      |
| HCM Ctrl Dly (s/v)       | -      | -      | -    | 12.6   |      |      |
| HCM Lane LOS             | -      | -      | -    | B      |      |      |
| HCM 95th %tile Q(veh)    | -      | -      | -    | 0      |      |      |

# HCM 7th Signalized Intersection Summary

13: N Main St & Grand Blvd

04/17/2026

|                                           |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                  | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations                       |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)                    | 116                                                                               | 117                                                                               | 92                                                                                | 126                                                                               | 293                                                                               | 221                                                                               | 582                                                                                 | 742                                                                                 | 136                                                                                 | 217                                                                                 | 764                                                                                 | 288                                                                                 |
| Future Volume (veh/h)                     | 116                                                                               | 117                                                                               | 92                                                                                | 126                                                                               | 293                                                                               | 221                                                                               | 582                                                                                 | 742                                                                                 | 136                                                                                 | 217                                                                                 | 764                                                                                 | 288                                                                                 |
| Initial Q (Qb), veh                       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.                           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)                       | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj                          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                     | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln                    | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h                      | 126                                                                               | 127                                                                               | 100                                                                               | 137                                                                               | 318                                                                               | 240                                                                               | 633                                                                                 | 807                                                                                 | 148                                                                                 | 236                                                                                 | 830                                                                                 | 313                                                                                 |
| 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, %                      | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                                | 183                                                                               | 568                                                                               | 517                                                                               | 191                                                                               | 576                                                                               | 455                                                                               | 576                                                                                 | 1694                                                                                | 756                                                                                 | 223                                                                                 | 1591                                                                                | 596                                                                                 |
| Arrive On Green                           | 0.05                                                                              | 0.16                                                                              | 0.16                                                                              | 0.06                                                                              | 0.16                                                                              | 0.16                                                                              | 0.17                                                                                | 0.48                                                                                | 0.48                                                                                | 0.13                                                                                | 0.43                                                                                | 0.43                                                                                |
| Sat Flow, veh/h                           | 3456                                                                              | 3554                                                                              | 1585                                                                              | 3456                                                                              | 3554                                                                              | 1585                                                                              | 3456                                                                                | 3554                                                                                | 1585                                                                                | 1781                                                                                | 3657                                                                                | 1371                                                                                |
| Grp Volume(v), veh/h                      | 126                                                                               | 127                                                                               | 100                                                                               | 137                                                                               | 318                                                                               | 240                                                                               | 633                                                                                 | 807                                                                                 | 148                                                                                 | 236                                                                                 | 772                                                                                 | 371                                                                                 |
| Grp Sat Flow(s),veh/h/ln                  | 1728                                                                              | 1777                                                                              | 1585                                                                              | 1728                                                                              | 1777                                                                              | 1585                                                                              | 1728                                                                                | 1777                                                                                | 1585                                                                                | 1781                                                                                | 1702                                                                                | 1624                                                                                |
| Q Serve(g_s), s                           | 4.3                                                                               | 3.7                                                                               | 5.4                                                                               | 4.7                                                                               | 9.9                                                                               | 15.3                                                                              | 20.0                                                                                | 18.5                                                                                | 6.5                                                                                 | 15.0                                                                                | 19.9                                                                                | 20.1                                                                                |
| Cycle Q Clear(g_c), s                     | 4.3                                                                               | 3.7                                                                               | 5.4                                                                               | 4.7                                                                               | 9.9                                                                               | 15.3                                                                              | 20.0                                                                                | 18.5                                                                                | 6.5                                                                                 | 15.0                                                                                | 19.9                                                                                | 20.1                                                                                |
| Prop In Lane                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.84                                                                                |
| Lane Grp Cap(c), veh/h                    | 183                                                                               | 568                                                                               | 517                                                                               | 191                                                                               | 576                                                                               | 455                                                                               | 576                                                                                 | 1694                                                                                | 756                                                                                 | 223                                                                                 | 1481                                                                                | 706                                                                                 |
| V/C Ratio(X)                              | 0.69                                                                              | 0.22                                                                              | 0.19                                                                              | 0.72                                                                              | 0.55                                                                              | 0.53                                                                              | 1.10                                                                                | 0.48                                                                                | 0.20                                                                                | 1.06                                                                                | 0.52                                                                                | 0.52                                                                                |
| Avail Cap(c_a), veh/h                     | 518                                                                               | 1125                                                                              | 766                                                                               | 230                                                                               | 829                                                                               | 568                                                                               | 576                                                                                 | 1694                                                                                | 756                                                                                 | 223                                                                                 | 1481                                                                                | 706                                                                                 |
| HCM Platoon Ratio                         | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)                        | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.74                                                                              | 0.74                                                                              | 0.74                                                                              | 0.75                                                                                | 0.75                                                                                | 0.75                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh                  | 55.9                                                                              | 43.9                                                                              | 29.1                                                                              | 55.8                                                                              | 46.3                                                                              | 35.9                                                                              | 50.0                                                                                | 21.3                                                                                | 18.1                                                                                | 52.5                                                                                | 24.8                                                                                | 24.8                                                                                |
| Incr Delay (d2), s/veh                    | 1.7                                                                               | 0.2                                                                               | 0.2                                                                               | 4.3                                                                               | 0.6                                                                               | 0.7                                                                               | 63.0                                                                                | 0.7                                                                                 | 0.4                                                                                 | 77.0                                                                                | 1.3                                                                                 | 2.8                                                                                 |
| Initial Q Delay(d3), s/veh                | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln                  | 3.5                                                                               | 3.0                                                                               | 3.8                                                                               | 3.9                                                                               | 7.4                                                                               | 9.4                                                                               | 19.8                                                                                | 11.7                                                                                | 4.4                                                                                 | 17.4                                                                                | 12.9                                                                                | 12.9                                                                                |
| Unsig. Movement Delay, s/veh              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                     | 57.6                                                                              | 44.1                                                                              | 29.2                                                                              | 60.1                                                                              | 46.9                                                                              | 36.6                                                                              | 113.0                                                                               | 22.0                                                                                | 18.6                                                                                | 129.5                                                                               | 26.1                                                                                | 27.6                                                                                |
| LnGrp LOS                                 | E                                                                                 | D                                                                                 | C                                                                                 | E                                                                                 | D                                                                                 | D                                                                                 | F                                                                                   | C                                                                                   | B                                                                                   | F                                                                                   | C                                                                                   | C                                                                                   |
| Approach Vol, veh/h                       | 353                                                                               |                                                                                   |                                                                                   | 695                                                                               |                                                                                   |                                                                                   | 1588                                                                                |                                                                                     |                                                                                     | 1379                                                                                |                                                                                     |                                                                                     |
| Approach Delay, s/veh                     | 44.7                                                                              |                                                                                   |                                                                                   | 45.9                                                                              |                                                                                   |                                                                                   | 57.9                                                                                |                                                                                     |                                                                                     | 44.2                                                                                |                                                                                     |                                                                                     |
| Approach LOS                              | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | E                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs                      | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                  | 20.0                                                                              | 63.2                                                                              | 11.6                                                                              | 25.2                                                                              | 25.0                                                                              | 58.2                                                                              | 11.4                                                                                | 25.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                   | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                                 | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s               | 15.0                                                                              | 37.0                                                                              | 8.0                                                                               | 38.0                                                                              | 20.0                                                                              | 32.0                                                                              | 18.0                                                                                | 28.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s              | 17.0                                                                              | 20.5                                                                              | 6.7                                                                               | 7.4                                                                               | 22.0                                                                              | 22.1                                                                              | 6.3                                                                                 | 17.3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                   | 0.0                                                                               | 7.6                                                                               | 0.0                                                                               | 1.1                                                                               | 0.0                                                                               | 6.4                                                                               | 0.1                                                                                 | 2.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh              | 50.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                               | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved changes to right turn type. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

7. FP AM Future with Project - AM 8:00 am 04/17/2026  
GTC

Synchro 12 Report  
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# HCM 7th Signalized Intersection Summary

## 14: N Main St & SR 91 WB Ramps

04/17/2026



| Movement                                                             | EBL | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|----------------------------------------------------------------------|-----|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations                                                  |     |      |      | ↰    | ↰    | ↰    | ↰    | ↰    |      |      | ↰    | ↰    |
| Traffic Volume (veh/h)                                               | 0   | 0    | 0    | 450  | 195  | 974  | 125  | 494  | 0    | 0    | 716  | 226  |
| Future Volume (veh/h)                                                | 0   | 0    | 0    | 450  | 195  | 974  | 125  | 494  | 0    | 0    | 716  | 226  |
| Initial Q (Qb), veh                                                  |     |      |      | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.                                                      |     |      |      | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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                                               |     |      |      | 1870 | 1870 | 1870 | 1870 | 1870 | 0    | 0    | 1870 | 1870 |
| Adj Flow Rate, veh/h                                                 |     |      |      | 351  | 406  | 1059 | 136  | 537  | 0    | 0    | 778  | 246  |
| Peak Hour Factor                                                     |     |      |      | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %                                                 |     |      |      | 2    | 2    | 2    | 2    | 2    | 0    | 0    | 2    | 2    |
| Cap, veh/h                                                           |     |      |      | 554  | 582  | 986  | 220  | 2999 | 0    | 0    | 2352 | 720  |
| Arrive On Green                                                      |     |      |      | 0.31 | 0.31 | 0.31 | 0.02 | 0.19 | 0.00 | 0.00 | 0.48 | 0.48 |
| Sat Flow, veh/h                                                      |     |      |      | 1781 | 1870 | 3170 | 3456 | 5274 | 0    | 0    | 5181 | 1506 |
| Grp Volume(v), veh/h                                                 |     |      |      | 351  | 406  | 1059 | 136  | 537  | 0    | 0    | 763  | 261  |
| Grp Sat Flow(s),veh/h/ln                                             |     |      |      | 1781 | 1870 | 1585 | 1728 | 1702 | 0    | 0    | 1609 | 1599 |
| Q Serve(g_s), s                                                      |     |      |      | 18.6 | 21.0 | 34.2 | 4.3  | 9.7  | 0.0  | 0.0  | 10.8 | 11.2 |
| Cycle Q Clear(g_c), s                                                |     |      |      | 18.6 | 21.0 | 34.2 | 4.3  | 9.7  | 0.0  | 0.0  | 10.8 | 11.2 |
| Prop In Lane                                                         |     |      |      | 1.00 |      | 1.00 | 1.00 |      | 0.00 | 0.00 |      | 0.94 |
| Lane Grp Cap(c), veh/h                                               |     |      |      | 554  | 582  | 986  | 220  | 2999 | 0    | 0    | 2307 | 765  |
| V/C Ratio(X)                                                         |     |      |      | 0.63 | 0.70 | 1.07 | 0.62 | 0.18 | 0.00 | 0.00 | 0.33 | 0.34 |
| Avail Cap(c_a), veh/h                                                |     |      |      | 554  | 582  | 986  | 880  | 2999 | 0    | 0    | 2307 | 765  |
| HCM Platoon Ratio                                                    |     |      |      | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)                                                   |     |      |      | 1.00 | 1.00 | 1.00 | 0.98 | 0.98 | 0.00 | 0.00 | 0.85 | 0.85 |
| Uniform Delay (d), s/veh                                             |     |      |      | 32.5 | 33.4 | 37.9 | 52.5 | 22.2 | 0.0  | 0.0  | 17.8 | 17.9 |
| Incr Delay (d2), s/veh                                               |     |      |      | 1.8  | 3.1  | 50.9 | 1.0  | 0.1  | 0.0  | 0.0  | 0.3  | 1.0  |
| Initial Q Delay(d3), s/veh                                           |     |      |      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln                                             |     |      |      | 12.9 | 15.1 | 28.5 | 3.5  | 7.7  | 0.0  | 0.0  | 7.0  | 7.4  |
| Unsig. Movement Delay, s/veh                                         |     |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh                                                |     |      |      | 34.3 | 36.5 | 88.8 | 53.6 | 22.3 | 0.0  | 0.0  | 18.1 | 18.9 |
| LnGrp LOS                                                            |     |      |      | C    | D    | F    | D    | C    |      |      | B    | B    |
| Approach Vol, veh/h                                                  |     |      |      |      | 1816 |      |      | 673  |      |      | 1024 |      |
| Approach Delay, s/veh                                                |     |      |      |      | 66.6 |      |      | 28.6 |      |      | 18.3 |      |
| Approach LOS                                                         |     |      |      |      | E    |      |      | C    |      |      | B    |      |
| Timer - Assigned Phs                                                 |     | 2    |      |      | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s                                             |     | 70.0 |      |      | 12.0 | 58.0 |      | 40.0 |      |      |      |      |
| Change Period (Y+Rc), s                                              |     | 5.4  |      |      | 5.0  | 5.4  |      | 5.8  |      |      |      |      |
| Max Green Setting (Gmax), s                                          |     | 64.6 |      |      | 28.0 | 31.6 |      | 34.2 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s                                         |     | 11.7 |      |      | 6.3  | 13.2 |      | 36.2 |      |      |      |      |
| Green Ext Time (p_c), s                                              |     | 2.7  |      |      | 0.2  | 4.8  |      | 0.0  |      |      |      |      |
| Intersection Summary                                                 |     |      |      |      |      |      |      |      |      |      |      |      |
| HCM 7th Control Delay, s/veh                                         |     |      | 45.2 |      |      |      |      |      |      |      |      |      |
| HCM 7th LOS                                                          |     |      | D    |      |      |      |      |      |      |      |      |      |
| Notes                                                                |     |      |      |      |      |      |      |      |      |      |      |      |
| User approved volume balancing among the lanes for turning movement. |     |      |      |      |      |      |      |      |      |      |      |      |



HCM 7th Signalized Intersection Summary  
15: S Main St/N Main St & SR 91 EB Ramps

04/17/2026



| Movement                                                             | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL | WBT  | WBR | NBL  | NBT                                                                                                                                                                                                                                                   | NBR                                                                                | SBL                                                                                                                                                                     | SBT                                                                                                                                                                                                                                                         | SBR  |
|----------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----|------|-----|------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|
| Lane Configurations                                                  |  |  |  |     |      |     |      |    |  |   |    |      |
| Traffic Volume (veh/h)                                               | 229                                                                               | 3                                                                                 | 300                                                                               | 0   | 0    | 0   | 0    | 384                                                                                                                                                                                                                                                   | 733                                                                                | 401                                                                                                                                                                     | 806                                                                                                                                                                                                                                                         | 0    |
| Future Volume (veh/h)                                                | 229                                                                               | 3                                                                                 | 300                                                                               | 0   | 0    | 0   | 0    | 384                                                                                                                                                                                                                                                   | 733                                                                                | 401                                                                                                                                                                     | 806                                                                                                                                                                                                                                                         | 0    |
| Initial Q (Qb), veh                                                  | 0                                                                                 | 0                                                                                 | 0                                                                                 |     |      |     | 0    | 0                                                                                                                                                                                                                                                     | 0                                                                                  | 0                                                                                                                                                                       | 0                                                                                                                                                                                                                                                           | 0    |
| Lane Width Adj.                                                      | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |     |      |     | 1.00 | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                               | 1.00                                                                                                                                                                    | 1.00                                                                                                                                                                                                                                                        | 1.00 |
| 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                                               | 1870                                                                              | 1870                                                                              | 1870                                                                              |     |      |     | 0    | 1870                                                                                                                                                                                                                                                  | 1870                                                                               | 1870                                                                                                                                                                    | 1870                                                                                                                                                                                                                                                        | 0    |
| Adj Flow Rate, veh/h                                                 | 251                                                                               | 0                                                                                 | 326                                                                               |     |      |     | 0    | 417                                                                                                                                                                                                                                                   | 797                                                                                | 436                                                                                                                                                                     | 876                                                                                                                                                                                                                                                         | 0    |
| Peak Hour Factor                                                     | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |     |      |     | 0.92 | 0.92                                                                                                                                                                                                                                                  | 0.92                                                                               | 0.92                                                                                                                                                                    | 0.92                                                                                                                                                                                                                                                        | 0.92 |
| Percent Heavy Veh, %                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 |     |      |     | 0    | 2                                                                                                                                                                                                                                                     | 2                                                                                  | 2                                                                                                                                                                       | 2                                                                                                                                                                                                                                                           | 0    |
| Cap, veh/h                                                           | 445                                                                               | 0                                                                                 | 396                                                                               |     |      |     | 0    | 4444                                                                                                                                                                                                                                                  | 930                                                                                | 488                                                                                                                                                                     | 3948                                                                                                                                                                                                                                                        | 0    |
| Arrive On Green                                                      | 0.12                                                                              | 0.00                                                                              | 0.12                                                                              |     |      |     | 0.00 | 0.98                                                                                                                                                                                                                                                  | 0.98                                                                               | 0.28                                                                                                                                                                    | 1.00                                                                                                                                                                                                                                                        | 0.00 |
| Sat Flow, veh/h                                                      | 3563                                                                              | 0                                                                                 | 3170                                                                              |     |      |     | 0    | 7930                                                                                                                                                                                                                                                  | 1585                                                                               | 3456                                                                                                                                                                    | 5274                                                                                                                                                                                                                                                        | 0    |
| Grp Volume(v), veh/h                                                 | 251                                                                               | 0                                                                                 | 326                                                                               |     |      |     | 0    | 417                                                                                                                                                                                                                                                   | 797                                                                                | 436                                                                                                                                                                     | 876                                                                                                                                                                                                                                                         | 0    |
| Grp Sat Flow(s),veh/h/ln                                             | 1781                                                                              | 0                                                                                 | 1585                                                                              |     |      |     | 0    | 1515                                                                                                                                                                                                                                                  | 1585                                                                               | 1728                                                                                                                                                                    | 1702                                                                                                                                                                                                                                                        | 0    |
| Q Serve(g_s), s                                                      | 7.3                                                                               | 0.0                                                                               | 11.0                                                                              |     |      |     | 0.0  | 0.1                                                                                                                                                                                                                                                   | 7.0                                                                                | 13.3                                                                                                                                                                    | 0.0                                                                                                                                                                                                                                                         | 0.0  |
| Cycle Q Clear(g_c), s                                                | 7.3                                                                               | 0.0                                                                               | 11.0                                                                              |     |      |     | 0.0  | 0.1                                                                                                                                                                                                                                                   | 7.0                                                                                | 13.3                                                                                                                                                                    | 0.0                                                                                                                                                                                                                                                         | 0.0  |
| Prop In Lane                                                         | 1.00                                                                              |                                                                                   | 1.00                                                                              |     |      |     | 0.00 |                                                                                                                                                                                                                                                       | 1.00                                                                               | 1.00                                                                                                                                                                    |                                                                                                                                                                                                                                                             | 0.00 |
| Lane Grp Cap(c), veh/h                                               | 445                                                                               | 0                                                                                 | 396                                                                               |     |      |     | 0    | 4444                                                                                                                                                                                                                                                  | 930                                                                                | 488                                                                                                                                                                     | 3948                                                                                                                                                                                                                                                        | 0    |
| V/C Ratio(X)                                                         | 0.56                                                                              | 0.00                                                                              | 0.82                                                                              |     |      |     | 0.00 | 0.09                                                                                                                                                                                                                                                  | 0.86                                                                               | 0.89                                                                                                                                                                    | 0.22                                                                                                                                                                                                                                                        | 0.00 |
| Avail Cap(c_a), veh/h                                                | 589                                                                               | 0                                                                                 | 525                                                                               |     |      |     | 0    | 4444                                                                                                                                                                                                                                                  | 930                                                                                | 534                                                                                                                                                                     | 3948                                                                                                                                                                                                                                                        | 0    |
| HCM Platoon Ratio                                                    | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |     |      |     | 1.00 | 1.67                                                                                                                                                                                                                                                  | 1.67                                                                               | 2.00                                                                                                                                                                    | 2.00                                                                                                                                                                                                                                                        | 1.00 |
| Upstream Filter(I)                                                   | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              |     |      |     | 0.00 | 0.94                                                                                                                                                                                                                                                  | 0.94                                                                               | 0.90                                                                                                                                                                    | 0.90                                                                                                                                                                                                                                                        | 0.00 |
| Uniform Delay (d), s/veh                                             | 45.3                                                                              | 0.0                                                                               | 46.9                                                                              |     |      |     | 0.0  | 0.5                                                                                                                                                                                                                                                   | 0.5                                                                                | 38.7                                                                                                                                                                    | 0.0                                                                                                                                                                                                                                                         | 0.0  |
| Incr Delay (d2), s/veh                                               | 0.4                                                                               | 0.0                                                                               | 6.0                                                                               |     |      |     | 0.0  | 0.0                                                                                                                                                                                                                                                   | 9.5                                                                                | 14.3                                                                                                                                                                    | 0.1                                                                                                                                                                                                                                                         | 0.0  |
| Initial Q Delay(d3), s/veh                                           | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |     |      |     | 0.0  | 0.0                                                                                                                                                                                                                                                   | 0.0                                                                                | 0.0                                                                                                                                                                     | 0.0                                                                                                                                                                                                                                                         | 0.0  |
| %ile BackOfQ(95%),veh/ln                                             | 5.8                                                                               | 0.0                                                                               | 8.2                                                                               |     |      |     | 0.0  | 0.1                                                                                                                                                                                                                                                   | 5.1                                                                                | 9.4                                                                                                                                                                     | 0.1                                                                                                                                                                                                                                                         | 0.0  |
| Unsig. Movement Delay, s/veh                                         |                                                                                   |                                                                                   |                                                                                   |     |      |     |      |                                                                                                                                                                                                                                                       |                                                                                    |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |      |
| LnGrp Delay(d), s/veh                                                | 45.7                                                                              | 0.0                                                                               | 52.9                                                                              |     |      |     | 0.0  | 0.5                                                                                                                                                                                                                                                   | 10.0                                                                               | 53.0                                                                                                                                                                    | 0.1                                                                                                                                                                                                                                                         | 0.0  |
| LnGrp LOS                                                            | D                                                                                 |                                                                                   | D                                                                                 |     |      |     |      | A                                                                                                                                                                                                                                                     | B                                                                                  | D                                                                                                                                                                       | A                                                                                                                                                                                                                                                           |      |
| Approach Vol, veh/h                                                  | 577                                                                               |                                                                                   |                                                                                   |     |      |     | 1214 |                                                                                                                                                                                                                                                       |                                                                                    | 1312                                                                                                                                                                    |                                                                                                                                                                                                                                                             |      |
| Approach Delay, s/veh                                                | 49.8                                                                              |                                                                                   |                                                                                   |     |      |     | 6.8  |                                                                                                                                                                                                                                                       |                                                                                    | 17.7                                                                                                                                                                    |                                                                                                                                                                                                                                                             |      |
| Approach LOS                                                         | D                                                                                 |                                                                                   |                                                                                   |     |      |     | A    |                                                                                                                                                                                                                                                       |                                                                                    | B                                                                                                                                                                       |                                                                                                                                                                                                                                                             |      |
| Timer - Assigned Phs                                                 | 1                                                                                 | 2                                                                                 | 4                                                                                 |     | 6    |     |      |                                                                                                                                                                                                                                                       |                                                                                    |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |      |
| Phs Duration (G+Y+Rc), s                                             | 30.5                                                                              | 69.9                                                                              | 19.5                                                                              |     | 90.5 |     |      |                                                                                                                                                                                                                                                       |                                                                                    |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |      |
| Change Period (Y+Rc), s                                              | 5.0                                                                               | 5.4                                                                               | 5.8                                                                               |     | 5.4  |     |      |                                                                                                                                                                                                                                                       |                                                                                    |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |      |
| Max Green Setting (Gmax), s                                          | 7.0                                                                               | 58.6                                                                              | 18.2                                                                              |     | 80.6 |     |      |                                                                                                                                                                                                                                                       |                                                                                    |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |      |
| Max Q Clear Time (g_c+11.5), s                                       | 9.0                                                                               | 9.0                                                                               | 13.0                                                                              |     | 2.0  |     |      |                                                                                                                                                                                                                                                       |                                                                                    |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |      |
| Green Ext Time (p_c), s                                              | 0.2                                                                               | 4.0                                                                               | 0.7                                                                               |     | 4.8  |     |      |                                                                                                                                                                                                                                                       |                                                                                    |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |      |
| Intersection Summary                                                 |                                                                                   |                                                                                   |                                                                                   |     |      |     |      |                                                                                                                                                                                                                                                       |                                                                                    |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |      |
| HCM 7th Control Delay, s/veh                                         | 19.4                                                                              |                                                                                   |                                                                                   |     |      |     |      |                                                                                                                                                                                                                                                       |                                                                                    |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |      |
| HCM 7th LOS                                                          | B                                                                                 |                                                                                   |                                                                                   |     |      |     |      |                                                                                                                                                                                                                                                       |                                                                                    |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |      |
| Notes                                                                |                                                                                   |                                                                                   |                                                                                   |     |      |     |      |                                                                                                                                                                                                                                                       |                                                                                    |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |      |
| User approved volume balancing among the lanes for turning movement. |                                                                                   |                                                                                   |                                                                                   |     |      |     |      |                                                                                                                                                                                                                                                       |                                                                                    |                                                                                                                                                                         |                                                                                                                                                                                                                                                             |      |

# HCM 7th Signalized Intersection Summary

16: S Main St & 3rd Street

04/17/2026



| Movement                     | EBL                                                                               | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | WBR  | NBL                                                                               | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Configurations          |  |  |      |  |  |      |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 161                                                                               | 42                                                                                | 23   | 19                                                                                | 59                                                                                | 160  | 21                                                                                | 773                                                                                 | 23                                                                                  | 84                                                                                  | 837                                                                                 | 181                                                                                 |
| Future Volume (veh/h)        | 161                                                                               | 42                                                                                | 23   | 19                                                                                | 59                                                                                | 160  | 21                                                                                | 773                                                                                 | 23                                                                                  | 84                                                                                  | 837                                                                                 | 181                                                                                 |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00 | 1.00                                                                              |                                                                                   | 1.00 | 1.00                                                                              |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |      | No                                                                                |                                                                                   |      | No                                                                                |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870 | 1870                                                                              | 1870                                                                              | 1870 | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 175                                                                               | 46                                                                                | 25   | 21                                                                                | 64                                                                                | 174  | 23                                                                                | 840                                                                                 | 25                                                                                  | 91                                                                                  | 910                                                                                 | 197                                                                                 |
| 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, %         | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 238                                                                               | 248                                                                               | 135  | 38                                                                                | 76                                                                                | 206  | 41                                                                                | 2647                                                                                | 79                                                                                  | 114                                                                                 | 2861                                                                                | 997                                                                                 |
| Arrive On Green              | 0.07                                                                              | 0.22                                                                              | 0.22 | 0.02                                                                              | 0.17                                                                              | 0.17 | 0.05                                                                              | 1.00                                                                                | 1.00                                                                                | 0.13                                                                                | 1.00                                                                                | 1.00                                                                                |
| Sat Flow, veh/h              | 3456                                                                              | 1140                                                                              | 619  | 1781                                                                              | 444                                                                               | 1208 | 1781                                                                              | 5096                                                                                | 151                                                                                 | 1781                                                                                | 5106                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h         | 175                                                                               | 0                                                                                 | 71   | 21                                                                                | 0                                                                                 | 238  | 23                                                                                | 561                                                                                 | 304                                                                                 | 91                                                                                  | 910                                                                                 | 197                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1728                                                                              | 0                                                                                 | 1759 | 1781                                                                              | 0                                                                                 | 1653 | 1781                                                                              | 1702                                                                                | 1843                                                                                | 1781                                                                                | 1702                                                                                | 1585                                                                                |
| Q Serve(g_s), s              | 5.5                                                                               | 0.0                                                                               | 3.6  | 1.3                                                                               | 0.0                                                                               | 15.3 | 1.4                                                                               | 0.0                                                                                 | 0.0                                                                                 | 5.5                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 5.5                                                                               | 0.0                                                                               | 3.6  | 1.3                                                                               | 0.0                                                                               | 15.3 | 1.4                                                                               | 0.0                                                                                 | 0.0                                                                                 | 5.5                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.35 | 1.00                                                                              |                                                                                   | 0.73 | 1.00                                                                              |                                                                                     | 0.08                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 238                                                                               | 0                                                                                 | 383  | 38                                                                                | 0                                                                                 | 282  | 41                                                                                | 1768                                                                                | 957                                                                                 | 114                                                                                 | 2861                                                                                | 997                                                                                 |
| V/C Ratio(X)                 | 0.74                                                                              | 0.00                                                                              | 0.19 | 0.55                                                                              | 0.00                                                                              | 0.84 | 0.56                                                                              | 0.32                                                                                | 0.32                                                                                | 0.80                                                                                | 0.32                                                                                | 0.20                                                                                |
| Avail Cap(c_a), veh/h        | 330                                                                               | 0                                                                                 | 624  | 170                                                                               | 0                                                                                 | 586  | 162                                                                               | 1768                                                                                | 957                                                                                 | 162                                                                                 | 2861                                                                                | 997                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 | 2.00                                                                              | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                | 2.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 1.00 | 0.95                                                                              | 0.00                                                                              | 0.95 | 0.77                                                                              | 0.77                                                                                | 0.77                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                |
| Uniform Delay (d), s/veh     | 50.2                                                                              | 0.0                                                                               | 35.1 | 53.3                                                                              | 0.0                                                                               | 44.2 | 51.9                                                                              | 0.0                                                                                 | 0.0                                                                                 | 47.3                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 5.3                                                                               | 0.0                                                                               | 0.2  | 4.2                                                                               | 0.0                                                                               | 6.5  | 3.4                                                                               | 0.4                                                                                 | 0.7                                                                                 | 10.6                                                                                | 0.3                                                                                 | 0.4                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0  | 0.0                                                                               | 0.0                                                                               | 0.0  | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 4.6                                                                               | 0.0                                                                               | 2.8  | 1.1                                                                               | 0.0                                                                               | 10.9 | 1.2                                                                               | 0.2                                                                                 | 0.3                                                                                 | 4.7                                                                                 | 0.1                                                                                 | 0.2                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 55.5                                                                              | 0.0                                                                               | 35.3 | 57.5                                                                              | 0.0                                                                               | 50.7 | 55.4                                                                              | 0.4                                                                                 | 0.7                                                                                 | 57.9                                                                                | 0.3                                                                                 | 0.4                                                                                 |
| LnGrp LOS                    | E                                                                                 |                                                                                   | D    | E                                                                                 |                                                                                   | D    | E                                                                                 | A                                                                                   | A                                                                                   | E                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          | 246                                                                               |                                                                                   |      | 259                                                                               |                                                                                   |      | 888                                                                               |                                                                                     |                                                                                     | 1198                                                                                |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 49.7                                                                              |                                                                                   |      | 51.2                                                                              |                                                                                   |      | 1.9                                                                               |                                                                                     |                                                                                     | 4.7                                                                                 |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |      | D                                                                                 |                                                                                   |      | A                                                                                 |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3    | 4                                                                                 | 5                                                                                 | 6    | 7                                                                                 | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 23.0                                                                              | 62.1                                                                              | 6.9  | 29.0                                                                              | 7.5                                                                               | 66.6 | 12.1                                                                              | 23.8                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               | 5.0                                                                               | 4.5  | 5.0                                                                               | 5.0                                                                               | 5.0  | 4.5                                                                               | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 10.0                                                                              | 31.0                                                                              | 10.5 | 39.0                                                                              | 10.0                                                                              | 31.0 | 10.5                                                                              | 39.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+17), s | 10.0                                                                              | 2.0                                                                               | 3.3  | 5.6                                                                               | 3.4                                                                               | 2.0  | 7.5                                                                               | 17.3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 9.1                                                                               | 0.0  | 0.4                                                                               | 0.0                                                                               | 11.5 | 0.1                                                                               | 1.4                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

## Intersection Summary

HCM 7th Control Delay, s/veh 12.7  
 HCM 7th LOS B

## Notes

User approved pedestrian interval to be less than phase max green.

# HCM 7th Signalized Intersection Summary

17: S Main St & 6th St

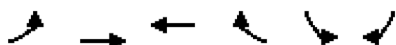
04/17/2026

|                              |  |  |  |  |  |  |  |  |   |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 109                                                                               | 228                                                                               | 68                                                                                | 49                                                                                | 470                                                                               | 58                                                                                | 106                                                                               | 675                                                                               | 35                                                                                  | 85                                                                                  | 537                                                                                 | 162                                                                                 |
| Future Volume (veh/h)        | 109                                                                               | 228                                                                               | 68                                                                                | 49                                                                                | 470                                                                               | 58                                                                                | 106                                                                               | 675                                                                               | 35                                                                                  | 85                                                                                  | 537                                                                                 | 162                                                                                 |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 118                                                                               | 248                                                                               | 74                                                                                | 53                                                                                | 511                                                                               | 63                                                                                | 115                                                                               | 734                                                                               | 38                                                                                  | 92                                                                                  | 584                                                                                 | 176                                                                                 |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 144                                                                               | 640                                                                               | 542                                                                               | 68                                                                                | 559                                                                               | 474                                                                               | 142                                                                               | 1244                                                                              | 555                                                                                 | 124                                                                                 | 1209                                                                                | 539                                                                                 |
| Arrive On Green              | 0.08                                                                              | 0.34                                                                              | 0.34                                                                              | 0.05                                                                              | 0.40                                                                              | 0.40                                                                              | 0.08                                                                              | 0.35                                                                              | 0.35                                                                                | 0.02                                                                                | 0.11                                                                                | 0.11                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 3554                                                                              | 1585                                                                                | 1781                                                                                | 3554                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h         | 118                                                                               | 248                                                                               | 74                                                                                | 53                                                                                | 511                                                                               | 63                                                                                | 115                                                                               | 734                                                                               | 38                                                                                  | 92                                                                                  | 584                                                                                 | 176                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1585                                                                                | 1781                                                                                | 1777                                                                                | 1585                                                                                |
| Q Serve(g_s), s              | 7.2                                                                               | 11.1                                                                              | 3.5                                                                               | 3.2                                                                               | 28.4                                                                              | 2.8                                                                               | 7.0                                                                               | 18.6                                                                              | 1.8                                                                                 | 5.6                                                                                 | 17.0                                                                                | 11.3                                                                                |
| Cycle Q Clear(g_c), s        | 7.2                                                                               | 11.1                                                                              | 3.5                                                                               | 3.2                                                                               | 28.4                                                                              | 2.8                                                                               | 7.0                                                                               | 18.6                                                                              | 1.8                                                                                 | 5.6                                                                                 | 17.0                                                                                | 11.3                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 144                                                                               | 640                                                                               | 542                                                                               | 68                                                                                | 559                                                                               | 474                                                                               | 142                                                                               | 1244                                                                              | 555                                                                                 | 124                                                                                 | 1209                                                                                | 539                                                                                 |
| V/C Ratio(X)                 | 0.82                                                                              | 0.39                                                                              | 0.14                                                                              | 0.78                                                                              | 0.91                                                                              | 0.13                                                                              | 0.81                                                                              | 0.59                                                                              | 0.07                                                                                | 0.74                                                                                | 0.48                                                                                | 0.33                                                                                |
| Avail Cap(c_a), veh/h        | 146                                                                               | 680                                                                               | 576                                                                               | 97                                                                                | 629                                                                               | 533                                                                               | 194                                                                               | 1244                                                                              | 555                                                                                 | 162                                                                                 | 1209                                                                                | 539                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.33                                                                              | 1.33                                                                              | 1.33                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 0.33                                                                                | 0.33                                                                                | 0.33                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.69                                                                              | 0.69                                                                              | 0.69                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                |
| Uniform Delay (d), s/veh     | 49.7                                                                              | 27.5                                                                              | 25.0                                                                              | 51.7                                                                              | 31.8                                                                              | 24.1                                                                              | 49.8                                                                              | 29.3                                                                              | 23.8                                                                                | 52.7                                                                                | 39.7                                                                                | 37.2                                                                                |
| Incr Delay (d2), s/veh       | 27.1                                                                              | 0.5                                                                               | 0.2                                                                               | 9.6                                                                               | 13.0                                                                              | 0.1                                                                               | 11.9                                                                              | 2.1                                                                               | 0.2                                                                                 | 7.8                                                                                 | 1.3                                                                                 | 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(95%),veh/ln     | 7.7                                                                               | 8.7                                                                               | 2.4                                                                               | 2.9                                                                               | 18.7                                                                              | 1.9                                                                               | 6.4                                                                               | 12.9                                                                              | 1.3                                                                                 | 5.2                                                                                 | 13.0                                                                                | 8.6                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 76.9                                                                              | 28.0                                                                              | 25.1                                                                              | 61.4                                                                              | 44.8                                                                              | 24.2                                                                              | 61.7                                                                              | 31.3                                                                              | 24.0                                                                                | 60.5                                                                                | 41.1                                                                                | 38.8                                                                                |
| LnGrp LOS                    | E                                                                                 | C                                                                                 | C                                                                                 | E                                                                                 | D                                                                                 | C                                                                                 | E                                                                                 | C                                                                                 | C                                                                                   | E                                                                                   | D                                                                                   | D                                                                                   |
| Approach Vol, veh/h          | 440                                                                               |                                                                                   |                                                                                   | 627                                                                               |                                                                                   |                                                                                   | 887                                                                               |                                                                                   |                                                                                     | 852                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 40.6                                                                              |                                                                                   |                                                                                   | 44.1                                                                              |                                                                                   |                                                                                   | 35.0                                                                              |                                                                                   |                                                                                     | 42.7                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                 | 8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 12.7                                                                              | 44.5                                                                              | 9.2                                                                               | 43.6                                                                              | 13.8                                                                              | 43.4                                                                              | 13.9                                                                              | 38.9                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 10.0                                                                              | 32.0                                                                              | 6.0                                                                               | 40.0                                                                              | 12.0                                                                              | 30.0                                                                              | 9.0                                                                               | 37.0                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 10.0                                                                              | 20.6                                                                              | 5.2                                                                               | 13.1                                                                              | 9.0                                                                               | 19.0                                                                              | 9.2                                                                               | 30.4                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 5.1                                                                               | 0.0                                                                               | 2.5                                                                               | 0.0                                                                               | 4.5                                                                               | 0.0                                                                               | 2.5                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 40.2                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM 7th Signalized Intersection Summary

18: Grand Blvd & Joy St

04/17/2026



| Movement                                                                                           | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
|----------------------------------------------------------------------------------------------------|------|------|------|------|------|------|
| Lane Configurations                                                                                |      |      |      |      |      |      |
| Traffic Volume (veh/h)                                                                             | 45   | 384  | 521  | 319  | 249  | 77   |
| Future Volume (veh/h)                                                                              | 45   | 384  | 521  | 319  | 249  | 77   |
| Initial Q (Qb), veh                                                                                | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.                                                                                    | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)                                                                                | 1.00 |      |      | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj                                                                                   | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach                                                                              |      | No   | No   |      | No   |      |
| Adj Sat Flow, veh/h/ln                                                                             | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h                                                                               | 49   | 417  | 566  | 347  | 271  | 84   |
| Peak Hour Factor                                                                                   | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %                                                                               | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                                                                                         | 86   | 1907 | 793  | 486  | 354  | 315  |
| Arrive On Green                                                                                    | 0.05 | 0.54 | 0.37 | 0.37 | 0.20 | 0.20 |
| Sat Flow, veh/h                                                                                    | 1781 | 3647 | 2210 | 1297 | 1781 | 1585 |
| Grp Volume(v), veh/h                                                                               | 49   | 417  | 475  | 438  | 271  | 84   |
| Grp Sat Flow(s), veh/h/ln                                                                          | 1781 | 1777 | 1777 | 1637 | 1781 | 1585 |
| Q Serve(g_s), s                                                                                    | 1.4  | 3.3  | 12.1 | 12.1 | 7.6  | 2.4  |
| Cycle Q Clear(g_c), s                                                                              | 1.4  | 3.3  | 12.1 | 12.1 | 7.6  | 2.4  |
| Prop In Lane                                                                                       | 1.00 |      |      | 0.79 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h                                                                             | 86   | 1907 | 666  | 613  | 354  | 315  |
| V/C Ratio(X)                                                                                       | 0.57 | 0.22 | 0.71 | 0.71 | 0.77 | 0.27 |
| Avail Cap(c_a), veh/h                                                                              | 674  | 1907 | 840  | 774  | 842  | 749  |
| HCM Platoon Ratio                                                                                  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)                                                                                 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh                                                                           | 24.6 | 6.4  | 14.1 | 14.1 | 20.0 | 17.9 |
| Incr Delay (d2), s/veh                                                                             | 5.7  | 0.1  | 2.6  | 2.9  | 3.5  | 0.4  |
| Initial Q Delay(d3), s/veh                                                                         | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln                                                                           | 1.3  | 1.7  | 8.1  | 7.6  | 5.7  | 4.1  |
| Unsig. Movement Delay, s/veh                                                                       |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh                                                                              | 30.3 | 6.5  | 16.8 | 17.0 | 23.5 | 18.4 |
| LnGrp LOS                                                                                          | C    | A    | B    | B    | C    | B    |
| Approach Vol, veh/h                                                                                |      | 466  | 913  |      | 355  |      |
| Approach Delay, s/veh                                                                              |      | 9.0  | 16.9 |      | 22.3 |      |
| Approach LOS                                                                                       |      | A    | B    |      | C    |      |
| Timer - Assigned Phs                                                                               |      | 2    |      | 4    | 5    | 6    |
| Phs Duration (G+Y+Rc), s                                                                           |      | 35.4 |      | 17.5 | 9.6  | 25.8 |
| Change Period (Y+Rc), s                                                                            |      | * 7  |      | 7.0  | 7.0  | 6.0  |
| Max Green Setting (Gmax), s                                                                        |      | * 25 |      | 25.0 | 20.0 | 25.0 |
| Max Q Clear Time (g_c+l1), s                                                                       |      | 5.3  |      | 9.6  | 3.4  | 14.1 |
| Green Ext Time (p_c), s                                                                            |      | 3.6  |      | 1.0  | 0.1  | 5.7  |
| <b>Intersection Summary</b>                                                                        |      |      |      |      |      |      |
| HCM 7th Control Delay, s/veh                                                                       |      |      | 15.9 |      |      |      |
| HCM 7th LOS                                                                                        |      |      | B    |      |      |      |
| <b>Notes</b>                                                                                       |      |      |      |      |      |      |
| * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier. |      |      |      |      |      |      |

# HCM 7th Signalized Intersection Summary

19: E Grand Blvd & Fullerton Ave

04/17/2026



| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          |      |      |      |      |      |      |      |      |      |      |      |      |
| Traffic Volume (veh/h)       | 25   | 68   | 4    | 104  | 62   | 274  | 1    | 381  | 106  | 198  | 383  | 32   |
| Future Volume (veh/h)        | 25   | 68   | 4    | 104  | 62   | 274  | 1    | 381  | 106  | 198  | 383  | 32   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 27   | 74   | 4    | 113  | 0    | 343  | 1    | 414  | 115  | 215  | 416  | 35   |
| 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, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 370  | 346  | 19   | 379  | 0    | 623  | 4    | 900  | 247  | 275  | 1592 | 133  |
| Arrive On Green              | 0.20 | 0.20 | 0.20 | 0.20 | 0.00 | 0.20 | 0.00 | 0.33 | 0.33 | 0.15 | 0.48 | 0.48 |
| Sat Flow, veh/h              | 1038 | 1758 | 95   | 1321 | 0    | 3170 | 1781 | 2754 | 757  | 1781 | 3319 | 278  |
| Grp Volume(v), veh/h         | 27   | 0    | 78   | 113  | 0    | 343  | 1    | 266  | 263  | 215  | 222  | 229  |
| Grp Sat Flow(s), veh/h/ln    | 1038 | 0    | 1853 | 1321 | 0    | 1585 | 1781 | 1777 | 1734 | 1781 | 1777 | 1820 |
| Q Serve(g_s), s              | 0.9  | 0.0  | 1.5  | 3.4  | 0.0  | 4.2  | 0.0  | 5.1  | 5.2  | 5.0  | 3.2  | 3.3  |
| Cycle Q Clear(g_c), s        | 0.9  | 0.0  | 1.5  | 4.9  | 0.0  | 4.2  | 0.0  | 5.1  | 5.2  | 5.0  | 3.2  | 3.3  |
| Prop In Lane                 | 1.00 |      | 0.05 | 1.00 |      | 1.00 | 1.00 |      | 0.44 | 1.00 |      | 0.15 |
| Lane Grp Cap(c), veh/h       | 370  | 0    | 364  | 379  | 0    | 623  | 4    | 581  | 567  | 275  | 852  | 873  |
| V/C Ratio(X)                 | 0.07 | 0.00 | 0.21 | 0.30 | 0.00 | 0.55 | 0.24 | 0.46 | 0.46 | 0.78 | 0.26 | 0.26 |
| Avail Cap(c_a), veh/h        | 763  | 0    | 1067 | 880  | 0    | 1825 | 1026 | 1637 | 1598 | 615  | 1637 | 1677 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 14.4 | 0.0  | 14.6 | 16.7 | 0.0  | 15.7 | 21.6 | 11.6 | 11.6 | 17.7 | 6.7  | 6.7  |
| Incr Delay (d2), s/veh       | 0.1  | 0.0  | 0.3  | 0.4  | 0.0  | 0.8  | 39.1 | 1.2  | 1.3  | 1.9  | 0.3  | 0.3  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 0.4  | 0.0  | 1.0  | 1.7  | 0.0  | 2.5  | 0.1  | 3.3  | 3.3  | 3.5  | 1.7  | 1.7  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 14.5 | 0.0  | 14.9 | 17.1 | 0.0  | 16.5 | 60.7 | 12.8 | 12.9 | 19.5 | 7.1  | 7.1  |
| LnGrp LOS                    | B    |      | B    | B    |      | B    | E    | B    | B    | B    | A    | A    |
| Approach Vol, veh/h          | 105  |      |      | 456  |      |      | 530  |      |      | 666  |      |      |
| Approach Delay, s/veh        | 14.8 |      |      | 16.6 |      |      | 12.9 |      |      | 11.1 |      |      |
| Approach LOS                 | B    |      |      | B    |      |      | B    |      |      | B    |      |      |
| Timer - Assigned Phs         | 1    | 2    |      | 4    | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 4.1  | 25.8 |      | 13.5 | 10.7 | 19.2 |      | 13.5 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0  | 5.0  |      | 5.0  | 4.0  | 5.0  |      | 5.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 25.0 | 40.0 |      | 25.0 | 15.0 | 40.0 |      | 25.0 |      |      |      |      |
| Max Q Clear Time (g_c+I), s  | 12.0 | 5.3  |      | 6.9  | 7.0  | 7.2  |      | 3.5  |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 5.8  |      | 1.6  | 0.2  | 7.0  |      | 0.4  |      |      |      |      |

## Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 13.3 |
| HCM 7th LOS                  | B    |

## Notes

User approved volume balancing among the lanes for turning movement.

# HCM 7th Signalized Intersection Summary

20: Rimpau Ave & Magnolia Ave

04/17/2026



| Movement                     | EBL   | EBT  | EBR  | WBL   | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|-------|------|------|-------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↰ ↱ ↲ |      |      | ↰ ↱ ↲ |      |      | ↰    | ↱    | ↲    | ↰    | ↱    |      |
| Traffic Volume (veh/h)       | 94    | 716  | 88   | 537   | 1215 | 64   | 109  | 297  | 387  | 136  | 345  | 31   |
| Future Volume (veh/h)        | 94    | 716  | 88   | 537   | 1215 | 64   | 109  | 297  | 387  | 136  | 345  | 31   |
| Initial Q (Qb), veh          | 0     | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00  |      | 1.00 | 1.00  |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No    |      |      | No    |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870  | 1870 | 1870 | 1870  | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 102   | 778  | 96   | 584   | 1321 | 70   | 118  | 323  | 421  | 148  | 375  | 34   |
| Peak Hour Factor             | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 2     | 2    | 2    | 2     | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 276   | 1032 | 127  | 945   | 1701 | 90   | 145  | 447  | 378  | 162  | 420  | 38   |
| Arrive On Green              | 0.05  | 0.07 | 0.07 | 0.27  | 0.34 | 0.34 | 0.08 | 0.24 | 0.24 | 0.09 | 0.25 | 0.25 |
| Sat Flow, veh/h              | 1781  | 4608 | 565  | 3456  | 4964 | 263  | 1781 | 1870 | 1585 | 1781 | 1690 | 153  |
| Grp Volume(v), veh/h         | 102   | 573  | 301  | 584   | 906  | 485  | 118  | 323  | 421  | 148  | 0    | 409  |
| Grp Sat Flow(s),veh/h/ln     | 1781  | 1702 | 1769 | 1728  | 1702 | 1823 | 1781 | 1870 | 1585 | 1781 | 0    | 1843 |
| Q Serve(g_s), s              | 6.1   | 18.2 | 18.3 | 16.2  | 26.2 | 26.2 | 7.2  | 17.5 | 14.0 | 9.1  | 0.0  | 23.6 |
| Cycle Q Clear(g_c), s        | 6.1   | 18.2 | 18.3 | 16.2  | 26.2 | 26.2 | 7.2  | 17.5 | 14.0 | 9.1  | 0.0  | 23.6 |
| Prop In Lane                 | 1.00  |      | 0.32 | 1.00  |      | 0.14 | 1.00 |      | 1.00 | 1.00 |      | 0.08 |
| Lane Grp Cap(c), veh/h       | 276   | 763  | 396  | 945   | 1167 | 625  | 145  | 447  | 378  | 162  | 0    | 458  |
| V/C Ratio(X)                 | 0.37  | 0.75 | 0.76 | 0.62  | 0.78 | 0.78 | 0.82 | 0.72 | 1.11 | 0.91 | 0.00 | 0.89 |
| Avail Cap(c_a), veh/h        | 276   | 836  | 434  | 945   | 1238 | 663  | 162  | 544  | 461  | 162  | 0    | 536  |
| HCM Platoon Ratio            | 0.33  | 0.33 | 0.33 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 0.86  | 0.86 | 0.86 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.80 | 0.00 | 0.80 |
| Uniform Delay (d), s/veh     | 47.0  | 47.9 | 48.0 | 34.9  | 32.4 | 32.4 | 49.7 | 38.5 | 11.9 | 49.6 | 0.0  | 39.9 |
| Incr Delay (d2), s/veh       | 0.3   | 5.8  | 11.1 | 1.2   | 5.1  | 9.2  | 23.4 | 4.5  | 77.6 | 39.8 | 0.0  | 13.8 |
| 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(95%),veh/ln     | 5.1   | 13.5 | 14.7 | 11.3  | 17.0 | 18.9 | 7.4  | 13.3 | 19.9 | 9.3  | 0.0  | 17.5 |
| Unsig. Movement Delay, s/veh |       |      |      |       |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 47.3  | 53.8 | 59.1 | 36.1  | 37.5 | 41.5 | 73.1 | 43.0 | 89.5 | 89.4 | 0.0  | 53.7 |
| LnGrp LOS                    | D     | D    | E    | D     | D    | D    | E    | D    | F    | F    |      | D    |
| Approach Vol, veh/h          | 976   |      | 1975 |       |      | 862  |      |      | 557  |      |      |      |
| Approach Delay, s/veh        | 54.8  |      | 38.1 |       |      | 69.8 |      |      | 63.2 |      |      |      |
| Approach LOS                 | D     |      | D    |       |      | E    |      |      | E    |      |      |      |
| Timer - Assigned Phs         | 1     | 2    | 3    | 4     | 5    | 6    | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 5.0   | 31.3 | 34.1 | 29.6  | 13.9 | 32.3 | 21.0 | 42.7 |      |      |      |      |
| Change Period (Y+Rc), s      | 5.0   | 5.0  | 4.0  | 5.0   | 5.0  | 5.0  | 4.0  | 5.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 10.0  | 32.0 | 22.0 | 27.0  | 10.0 | 32.0 | 9.0  | 40.0 |      |      |      |      |
| Max Q Clear Time (g_c+fl), s | 19.5  | 18.2 | 20.3 | 9.2   | 25.6 | 8.1  | 28.2 |      |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0   | 4.2  | 0.9  | 4.3   | 0.0  | 1.7  | 0.0  | 9.5  |      |      |      |      |
| Intersection Summary         |       |      |      |       |      |      |      |      |      |      |      |      |
| HCM 7th Control Delay, s/veh |       |      | 51.3 |       |      |      |      |      |      |      |      |      |
| HCM 7th LOS                  |       |      | D    |       |      |      |      |      |      |      |      |      |

# HCM 7th Signalized Intersection Summary

21: Magnolia Ave & Fullerton Ave

04/17/2026



| Movement                      | EBL                                                                              | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL   | SBT  | SBR  |
|-------------------------------|----------------------------------------------------------------------------------|------|------|------|------|------|------|------|------|-------|------|------|
| Lane Configurations           | <div>↰ ↑↑↑</div> <div>↰ ↑↑</div> <div>↰ ↑↑</div> <div>↰ ↑↑</div> <div>↰ ↑↑</div> |      |      |      |      |      |      |      |      |       |      |      |
| Traffic Volume (veh/h)        | 64                                                                               | 519  | 145  | 192  | 1044 | 133  | 74   | 339  | 394  | 94    | 448  | 73   |
| Future Volume (veh/h)         | 64                                                                               | 519  | 145  | 192  | 1044 | 133  | 74   | 339  | 394  | 94    | 448  | 73   |
| Initial Q (Qb), veh           | 0                                                                                | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0    | 0    |
| Lane Width Adj.               | 1.00                                                                             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)           | 1.00                                                                             |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00  |      | 1.00 |
| Parking Bus, Adj              | 1.00                                                                             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Work Zone On Approach         | No                                                                               |      |      | No   |      |      | No   |      |      | No    |      |      |
| Adj Sat Flow, veh/h/ln        | 1870                                                                             | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870  | 1870 | 1870 |
| Adj Flow Rate, veh/h          | 70                                                                               | 564  | 158  | 209  | 1135 | 145  | 80   | 368  | 428  | 102   | 487  | 79   |
| 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, %          | 2                                                                                | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2     | 2    | 2    |
| Cap, veh/h                    | 214                                                                              | 899  | 246  | 439  | 1250 | 557  | 102  | 526  | 470  | 113   | 927  | 150  |
| Arrive On Green               | 0.12                                                                             | 0.23 | 0.23 | 0.33 | 0.47 | 0.47 | 0.06 | 0.30 | 0.30 | 0.06  | 0.30 | 0.30 |
| Sat Flow, veh/h               | 1781                                                                             | 3987 | 1091 | 1781 | 3554 | 1585 | 1781 | 1777 | 1585 | 1781  | 3064 | 495  |
| Grp Volume(v), veh/h          | 70                                                                               | 480  | 242  | 209  | 1135 | 145  | 80   | 368  | 428  | 102   | 281  | 285  |
| Grp Sat Flow(s),veh/h/ln      | 1781                                                                             | 1702 | 1674 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781  | 1777 | 1781 |
| Q Serve(g_s), s               | 4.0                                                                              | 14.0 | 14.4 | 10.3 | 32.5 | 4.7  | 4.9  | 20.2 | 28.6 | 6.3   | 14.4 | 14.6 |
| Cycle Q Clear(g_c), s         | 4.0                                                                              | 14.0 | 14.4 | 10.3 | 32.5 | 4.7  | 4.9  | 20.2 | 28.6 | 6.3   | 14.4 | 14.6 |
| Prop In Lane                  | 1.00                                                                             |      | 0.65 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00  |      | 0.28 |
| Lane Grp Cap(c), veh/h        | 214                                                                              | 768  | 378  | 439  | 1250 | 557  | 102  | 526  | 470  | 113   | 537  | 539  |
| V/C Ratio(X)                  | 0.33                                                                             | 0.62 | 0.64 | 0.48 | 0.91 | 0.26 | 0.78 | 0.70 | 0.91 | 0.90  | 0.52 | 0.53 |
| Avail Cap(c_a), veh/h         | 214                                                                              | 1160 | 571  | 439  | 1276 | 569  | 162  | 549  | 490  | 113   | 537  | 539  |
| 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)            | 0.82                                                                             | 0.82 | 0.82 | 0.66 | 0.66 | 0.66 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Uniform Delay (d), s/veh      | 44.3                                                                             | 38.4 | 38.6 | 31.3 | 27.6 | 12.2 | 51.2 | 34.4 | 37.3 | 51.2  | 31.8 | 31.8 |
| Incr Delay (d2), s/veh        | 0.7                                                                              | 3.1  | 6.7  | 0.5  | 7.9  | 0.7  | 12.2 | 4.2  | 21.2 | 54.5  | 1.2  | 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(95%),veh/ln      | 8.2                                                                              | 9.8  | 10.4 | 7.0  | 18.5 | 4.0  | 4.5  | 14.3 | 19.8 | 8.0   | 10.5 | 10.6 |
| Unsig. Movement Delay, s/veh  |                                                                                  |      |      |      |      |      |      |      |      |       |      |      |
| LnGrp Delay(d), s/veh         | 45.0                                                                             | 41.5 | 45.3 | 31.9 | 35.5 | 12.9 | 63.3 | 38.5 | 58.5 | 105.6 | 33.0 | 33.1 |
| LnGrp LOS                     | D                                                                                | D    | D    | C    | D    | B    | E    | D    | E    | F     | C    | C    |
| Approach Vol, veh/h           | 792                                                                              |      |      | 1489 |      |      | 876  |      |      | 668   |      |      |
| Approach Delay, s/veh         | 43.0                                                                             |      |      | 32.8 |      |      | 50.6 |      |      | 44.2  |      |      |
| Approach LOS                  | D                                                                                |      |      | C    |      |      | D    |      |      | D     |      |      |
| Timer - Assigned Phs          | 1                                                                                | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |       |      |      |
| Phs Duration (G+Y+Rc), s      | 1.0                                                                              | 37.6 | 31.1 | 30.3 | 10.3 | 38.3 | 17.2 | 44.2 |      |       |      |      |
| Change Period (Y+Rc), s       | 4.0                                                                              | 5.0  | 4.0  | 5.5  | 4.0  | 5.0  | 4.0  | 5.5  |      |       |      |      |
| Max Green Setting (Gmax), s   | 7.0                                                                              | 34.0 | 13.0 | 37.5 | 10.0 | 31.0 | 11.0 | 39.5 |      |       |      |      |
| Max Q Clear Time (g_c+I19, s) | 10.3                                                                             | 30.6 | 12.3 | 16.4 | 6.9  | 16.6 | 6.0  | 34.5 |      |       |      |      |
| Green Ext Time (p_c), s       | 0.0                                                                              | 2.0  | 0.0  | 8.4  | 0.0  | 4.1  | 0.0  | 4.2  |      |       |      |      |
| Intersection Summary          |                                                                                  |      |      |      |      |      |      |      |      |       |      |      |
| HCM 7th Control Delay, s/veh  | 41.0                                                                             |      |      |      |      |      |      |      |      |       |      |      |
| HCM 7th LOS                   | D                                                                                |      |      |      |      |      |      |      |      |       |      |      |



# HCM 7th Signalized Intersection Summary

22: Kellog Ave & Magnolia Ave

04/17/2026



| Movement                       | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR  | NBL                                                                               | NBT                                                                               | NBR  | SBL                                                                               | SBT                                                                               | SBR  |
|--------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Configurations            |  |  |  |  |  |      |  |  |      |  |  |      |
| Traffic Volume (veh/h)         | 37                                                                                | 531                                                                               | 69                                                                                | 196                                                                               | 691                                                                               | 63   | 24                                                                                | 167                                                                               | 104  | 93                                                                                | 206                                                                               | 34   |
| Future Volume (veh/h)          | 37                                                                                | 531                                                                               | 69                                                                                | 196                                                                               | 691                                                                               | 63   | 24                                                                                | 167                                                                               | 104  | 93                                                                                | 206                                                                               | 34   |
| Initial Q (Qb), veh            | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Lane Width Adj.                | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 |
| Ped-Bike Adj(A_pbT)            | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00 | 1.00                                                                              |                                                                                   | 1.00 | 1.00                                                                              |                                                                                   | 1.00 |
| Parking Bus, Adj               | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 |
| Work Zone On Approach          | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |      | No                                                                                |                                                                                   |      | No                                                                                |                                                                                   |      |
| Adj Sat Flow, veh/h/ln         | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870 | 1870                                                                              | 1870                                                                              | 1870 | 1870                                                                              | 1870                                                                              | 1870 |
| Adj Flow Rate, veh/h           | 40                                                                                | 577                                                                               | 75                                                                                | 213                                                                               | 751                                                                               | 68   | 26                                                                                | 182                                                                               | 113  | 101                                                                               | 224                                                                               | 37   |
| 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, %           | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2    |
| Cap, veh/h                     | 57                                                                                | 1633                                                                              | 728                                                                               | 227                                                                               | 1828                                                                              | 165  | 44                                                                                | 220                                                                               | 137  | 81                                                                                | 352                                                                               | 58   |
| Arrive On Green                | 0.03                                                                              | 0.46                                                                              | 0.46                                                                              | 0.25                                                                              | 1.00                                                                              | 1.00 | 0.02                                                                              | 0.20                                                                              | 0.20 | 0.05                                                                              | 0.22                                                                              | 0.22 |
| Sat Flow, veh/h                | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                              | 3295                                                                              | 298  | 1781                                                                              | 1079                                                                              | 670  | 1781                                                                              | 1565                                                                              | 259  |
| Grp Volume(v), veh/h           | 40                                                                                | 577                                                                               | 75                                                                                | 213                                                                               | 405                                                                               | 414  | 26                                                                                | 0                                                                                 | 295  | 101                                                                               | 0                                                                                 | 261  |
| Grp Sat Flow(s),veh/h/ln       | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1817 | 1781                                                                              | 0                                                                                 | 1750 | 1781                                                                              | 0                                                                                 | 1824 |
| Q Serve(g_s), s                | 2.4                                                                               | 11.5                                                                              | 3.0                                                                               | 12.9                                                                              | 0.0                                                                               | 0.0  | 1.6                                                                               | 0.0                                                                               | 17.8 | 5.0                                                                               | 0.0                                                                               | 14.2 |
| Cycle Q Clear(g_c), s          | 2.4                                                                               | 11.5                                                                              | 3.0                                                                               | 12.9                                                                              | 0.0                                                                               | 0.0  | 1.6                                                                               | 0.0                                                                               | 17.8 | 5.0                                                                               | 0.0                                                                               | 14.2 |
| Prop In Lane                   | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.16 | 1.00                                                                              |                                                                                   | 0.38 | 1.00                                                                              |                                                                                   | 0.14 |
| Lane Grp Cap(c), veh/h         | 57                                                                                | 1633                                                                              | 728                                                                               | 227                                                                               | 986                                                                               | 1008 | 44                                                                                | 0                                                                                 | 357  | 81                                                                                | 0                                                                                 | 410  |
| V/C Ratio(X)                   | 0.70                                                                              | 0.35                                                                              | 0.10                                                                              | 0.94                                                                              | 0.41                                                                              | 0.41 | 0.59                                                                              | 0.00                                                                              | 0.83 | 1.25                                                                              | 0.00                                                                              | 0.64 |
| Avail Cap(c_a), veh/h          | 97                                                                                | 1633                                                                              | 728                                                                               | 227                                                                               | 986                                                                               | 1008 | 97                                                                                | 0                                                                                 | 748  | 81                                                                                | 0                                                                                 | 763  |
| 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                                                                              | 0.62                                                                              | 0.62                                                                              | 0.62 | 1.00                                                                              | 0.00                                                                              | 1.00 | 1.00                                                                              | 0.00                                                                              | 1.00 |
| Uniform Delay (d), s/veh       | 52.7                                                                              | 19.2                                                                              | 16.9                                                                              | 40.6                                                                              | 0.0                                                                               | 0.0  | 53.1                                                                              | 0.0                                                                               | 41.9 | 52.5                                                                              | 0.0                                                                               | 38.6 |
| Incr Delay (d2), s/veh         | 14.4                                                                              | 0.6                                                                               | 0.3                                                                               | 31.9                                                                              | 0.8                                                                               | 0.8  | 11.7                                                                              | 0.0                                                                               | 6.8  | 180.5                                                                             | 0.0                                                                               | 2.3  |
| Initial Q Delay(d3), s/veh     | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0  | 0.0                                                                               | 0.0                                                                               | 0.0  | 0.0                                                                               | 0.0                                                                               | 0.0  |
| %ile BackOfQ(95%),veh/ln       | 2.4                                                                               | 8.4                                                                               | 2.0                                                                               | 10.2                                                                              | 0.4                                                                               | 0.4  | 1.5                                                                               | 0.0                                                                               | 13.0 | 11.0                                                                              | 0.0                                                                               | 10.8 |
| Unsig. Movement Delay, s/veh   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |
| LnGrp Delay(d), s/veh          | 67.1                                                                              | 19.8                                                                              | 17.1                                                                              | 72.5                                                                              | 0.8                                                                               | 0.8  | 64.7                                                                              | 0.0                                                                               | 48.7 | 233.0                                                                             | 0.0                                                                               | 40.9 |
| LnGrp LOS                      | E                                                                                 | B                                                                                 | B                                                                                 | E                                                                                 | A                                                                                 | A    | E                                                                                 |                                                                                   | D    | F                                                                                 |                                                                                   | D    |
| Approach Vol, veh/h            | 692                                                                               |                                                                                   | 1032                                                                              |                                                                                   |                                                                                   |      | 321                                                                               |                                                                                   |      | 362                                                                               |                                                                                   |      |
| Approach Delay, s/veh          | 22.2                                                                              |                                                                                   | 15.6                                                                              |                                                                                   |                                                                                   |      | 50.0                                                                              |                                                                                   |      | 94.5                                                                              |                                                                                   |      |
| Approach LOS                   | C                                                                                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |      | D                                                                                 |                                                                                   |      | F                                                                                 |                                                                                   |      |
| Timer - Assigned Phs           | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6    | 7                                                                                 | 8                                                                                 |      |                                                                                   |                                                                                   |      |
| Phs Duration (G+Y+Rc), s       | 18.0                                                                              | 55.6                                                                              | 6.7                                                                               | 29.7                                                                              | 7.5                                                                               | 66.0 | 9.0                                                                               | 27.4                                                                              |      |                                                                                   |                                                                                   |      |
| Change Period (Y+Rc), s        | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0  | 4.0                                                                               | 5.0                                                                               |      |                                                                                   |                                                                                   |      |
| Max Green Setting (Gmax), s    | 14.0                                                                              | 26.0                                                                              | 6.0                                                                               | 46.0                                                                              | 6.0                                                                               | 34.0 | 5.0                                                                               | 47.0                                                                              |      |                                                                                   |                                                                                   |      |
| Max Q Clear Time (g_c+14.0), s | 14.0                                                                              | 13.5                                                                              | 3.6                                                                               | 16.2                                                                              | 4.4                                                                               | 2.0  | 7.0                                                                               | 19.8                                                                              |      |                                                                                   |                                                                                   |      |
| Green Ext Time (p_c), s        | 0.0                                                                               | 5.4                                                                               | 0.0                                                                               | 2.3                                                                               | 0.0                                                                               | 11.6 | 0.0                                                                               | 2.7                                                                               |      |                                                                                   |                                                                                   |      |
| Intersection Summary           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |
| HCM 7th Control Delay, s/veh   |                                                                                   |                                                                                   | 34.0                                                                              |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |
| HCM 7th LOS                    |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |



# HCM 7th Signalized Intersection Summary

23: Magnolia Ave & Ontario Ave

04/17/2026

|                                                                                                               |  |  |  |  |  |  |  |  |   |  |  |  |
|---------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                                                                                      | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                                | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations                                                                                           |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)                                                                                        | 268                                                                               | 714                                                                               | 63                                                                                | 148                                                                               | 790                                                                               | 53                                                                                | 52                                                                                | 318                                                                               | 83                                                                                 | 66                                                                                  | 435                                                                                 | 298                                                                                 |
| Future Volume (veh/h)                                                                                         | 268                                                                               | 714                                                                               | 63                                                                                | 148                                                                               | 790                                                                               | 53                                                                                | 52                                                                                | 318                                                                               | 83                                                                                 | 66                                                                                  | 435                                                                                 | 298                                                                                 |
| Initial Q (Qb), veh                                                                                           | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.                                                                                               | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)                                                                                           | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj                                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                                                                                         | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                    | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln                                                                                        | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                               | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h                                                                                          | 291                                                                               | 776                                                                               | 0                                                                                 | 161                                                                               | 859                                                                               | 0                                                                                 | 57                                                                                | 346                                                                               | 90                                                                                 | 72                                                                                  | 473                                                                                 | 324                                                                                 |
| 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, %                                                                                          | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                                                                                                    | 352                                                                               | 2468                                                                              |                                                                                   | 224                                                                               | 2279                                                                              |                                                                                   | 73                                                                                | 824                                                                               | 367                                                                                | 92                                                                                  | 861                                                                                 | 384                                                                                 |
| Arrive On Green                                                                                               | 0.10                                                                              | 0.48                                                                              | 0.00                                                                              | 0.06                                                                              | 0.45                                                                              | 0.00                                                                              | 0.04                                                                              | 0.23                                                                              | 0.23                                                                               | 0.05                                                                                | 0.24                                                                                | 0.24                                                                                |
| Sat Flow, veh/h                                                                                               | 3456                                                                              | 5106                                                                              | 1585                                                                              | 3456                                                                              | 5274                                                                              | 0                                                                                 | 1781                                                                              | 3554                                                                              | 1585                                                                               | 1781                                                                                | 3554                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h                                                                                          | 291                                                                               | 776                                                                               | 0                                                                                 | 161                                                                               | 859                                                                               | 0                                                                                 | 57                                                                                | 346                                                                               | 90                                                                                 | 72                                                                                  | 473                                                                                 | 324                                                                                 |
| Grp Sat Flow(s),veh/h/ln                                                                                      | 1728                                                                              | 1702                                                                              | 1585                                                                              | 1728                                                                              | 1702                                                                              | 0                                                                                 | 1781                                                                              | 1777                                                                              | 1585                                                                               | 1781                                                                                | 1777                                                                                | 1585                                                                                |
| Q Serve(g_s), s                                                                                               | 9.1                                                                               | 10.2                                                                              | 0.0                                                                               | 5.0                                                                               | 12.3                                                                              | 0.0                                                                               | 3.5                                                                               | 9.1                                                                               | 5.1                                                                                | 4.4                                                                                 | 12.8                                                                                | 21.4                                                                                |
| Cycle Q Clear(g_c), s                                                                                         | 9.1                                                                               | 10.2                                                                              | 0.0                                                                               | 5.0                                                                               | 12.3                                                                              | 0.0                                                                               | 3.5                                                                               | 9.1                                                                               | 5.1                                                                                | 4.4                                                                                 | 12.8                                                                                | 21.4                                                                                |
| Prop In Lane                                                                                                  | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h                                                                                        | 352                                                                               | 2468                                                                              |                                                                                   | 224                                                                               | 2279                                                                              |                                                                                   | 73                                                                                | 824                                                                               | 367                                                                                | 92                                                                                  | 861                                                                                 | 384                                                                                 |
| V/C Ratio(X)                                                                                                  | 0.83                                                                              | 0.31                                                                              |                                                                                   | 0.72                                                                              | 0.38                                                                              |                                                                                   | 0.78                                                                              | 0.42                                                                              | 0.24                                                                               | 0.78                                                                                | 0.55                                                                                | 0.84                                                                                |
| Avail Cap(c_a), veh/h                                                                                         | 408                                                                               | 2468                                                                              |                                                                                   | 440                                                                               | 2279                                                                              |                                                                                   | 146                                                                               | 1098                                                                              | 490                                                                                | 146                                                                                 | 1098                                                                                | 490                                                                                 |
| 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                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh                                                                                      | 48.4                                                                              | 17.3                                                                              | 0.0                                                                               | 50.5                                                                              | 20.3                                                                              | 0.0                                                                               | 52.2                                                                              | 36.0                                                                              | 34.4                                                                               | 51.5                                                                                | 36.4                                                                                | 39.7                                                                                |
| Incr Delay (d2), s/veh                                                                                        | 10.2                                                                              | 0.3                                                                               | 0.0                                                                               | 1.6                                                                               | 0.5                                                                               | 0.0                                                                               | 6.4                                                                               | 0.3                                                                               | 0.3                                                                                | 5.3                                                                                 | 0.5                                                                                 | 10.3                                                                                |
| 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(95%),veh/ln                                                                                      | 7.8                                                                               | 7.2                                                                               | 0.0                                                                               | 4.0                                                                               | 8.6                                                                               | 0.0                                                                               | 3.0                                                                               | 7.2                                                                               | 3.6                                                                                | 3.8                                                                                 | 9.5                                                                                 | 14.4                                                                                |
| Unsig. Movement Delay, s/veh                                                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                                                                                         | 58.6                                                                              | 17.6                                                                              | 0.0                                                                               | 52.1                                                                              | 20.7                                                                              | 0.0                                                                               | 58.6                                                                              | 36.3                                                                              | 34.8                                                                               | 56.8                                                                                | 37.0                                                                                | 50.0                                                                                |
| LnGrp LOS                                                                                                     | E                                                                                 | B                                                                                 |                                                                                   | D                                                                                 | C                                                                                 |                                                                                   | E                                                                                 | D                                                                                 | C                                                                                  | E                                                                                   | D                                                                                   | D                                                                                   |
| Approach Vol, veh/h                                                                                           | 1067                                                                              |                                                                                   |                                                                                   | 1020                                                                              |                                                                                   |                                                                                   | 493                                                                               |                                                                                   |                                                                                    | 869                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh                                                                                         | 28.8                                                                              |                                                                                   |                                                                                   | 25.7                                                                              |                                                                                   |                                                                                   | 38.6                                                                              |                                                                                   |                                                                                    | 43.5                                                                                |                                                                                     |                                                                                     |
| Approach LOS                                                                                                  | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                    | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs                                                                                          | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                 | 8                                                                                 |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                                                                                      | 11.1                                                                              | 58.7                                                                              | 8.5                                                                               | 31.7                                                                              | 15.2                                                                              | 54.6                                                                              | 9.7                                                                               | 30.5                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                                                                                       | 4.0                                                                               | 5.5                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.5                                                                               | 4.0                                                                               | 5.0                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s                                                                                   | 14.0                                                                              | 34.5                                                                              | 9.0                                                                               | 34.0                                                                              | 13.0                                                                              | 35.5                                                                              | 9.0                                                                               | 34.0                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I), s                                                                                   | 11.0                                                                              | 12.2                                                                              | 5.5                                                                               | 23.4                                                                              | 11.1                                                                              | 14.3                                                                              | 6.4                                                                               | 11.1                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                                                                                       | 0.1                                                                               | 7.6                                                                               | 0.0                                                                               | 3.3                                                                               | 0.1                                                                               | 8.2                                                                               | 0.0                                                                               | 2.6                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                                                                                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh                                                                                  | 33.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| Notes                                                                                                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |

7. FP AM Future with Project - AM 8:00 am 04/17/2026  
GTC

Synchro 12 Report  
Page 23

# HCM 7th Signalized Intersection Summary

## 1: E Grand Blvd/Grand Blvd & 3rd Street

05/11/2026

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |  |
| Traffic Volume (veh/h)       | 32                                                                                | 77                                                                                | 208                                                                               | 12                                                                                | 61                                                                                | 32                                                                                | 104                                                                                 | 894                                                                                 | 8                                                                                   | 69                                                                                  | 985                                                                                 | 37                                                                                  |
| Future Volume (veh/h)        | 32                                                                                | 77                                                                                | 208                                                                               | 12                                                                                | 61                                                                                | 32                                                                                | 104                                                                                 | 894                                                                                 | 8                                                                                   | 69                                                                                  | 985                                                                                 | 37                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 35                                                                                | 84                                                                                | 226                                                                               | 13                                                                                | 66                                                                                | 35                                                                                | 113                                                                                 | 972                                                                                 | 9                                                                                   | 75                                                                                  | 1071                                                                                | 40                                                                                  |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 373                                                                               | 105                                                                               | 283                                                                               | 192                                                                               | 270                                                                               | 143                                                                               | 147                                                                                 | 1632                                                                                | 15                                                                                  | 110                                                                                 | 1508                                                                                | 56                                                                                  |
| Arrive On Green              | 0.24                                                                              | 0.24                                                                              | 0.24                                                                              | 0.24                                                                              | 0.24                                                                              | 0.24                                                                              | 0.08                                                                                | 0.45                                                                                | 0.45                                                                                | 0.06                                                                                | 0.43                                                                                | 0.43                                                                                |
| Sat Flow, veh/h              | 1294                                                                              | 448                                                                               | 1205                                                                              | 1069                                                                              | 1150                                                                              | 610                                                                               | 1781                                                                                | 3608                                                                                | 33                                                                                  | 1781                                                                                | 3493                                                                                | 130                                                                                 |
| Grp Volume(v), veh/h         | 35                                                                                | 0                                                                                 | 310                                                                               | 13                                                                                | 0                                                                                 | 101                                                                               | 113                                                                                 | 479                                                                                 | 502                                                                                 | 75                                                                                  | 545                                                                                 | 566                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1294                                                                              | 0                                                                                 | 1653                                                                              | 1069                                                                              | 0                                                                                 | 1761                                                                              | 1781                                                                                | 1777                                                                                | 1864                                                                                | 1781                                                                                | 1777                                                                                | 1847                                                                                |
| Q Serve(g_s), s              | 1.3                                                                               | 0.0                                                                               | 9.8                                                                               | 0.6                                                                               | 0.0                                                                               | 2.6                                                                               | 3.5                                                                                 | 11.3                                                                                | 11.3                                                                                | 2.3                                                                                 | 14.0                                                                                | 14.0                                                                                |
| Cycle Q Clear(g_c), s        | 3.9                                                                               | 0.0                                                                               | 9.8                                                                               | 10.5                                                                              | 0.0                                                                               | 2.6                                                                               | 3.5                                                                                 | 11.3                                                                                | 11.3                                                                                | 2.3                                                                                 | 14.0                                                                                | 14.0                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.73                                                                              | 1.00                                                                              |                                                                                   | 0.35                                                                              | 1.00                                                                                |                                                                                     | 0.02                                                                                | 1.00                                                                                |                                                                                     | 0.07                                                                                |
| Lane Grp Cap(c), veh/h       | 373                                                                               | 0                                                                                 | 389                                                                               | 192                                                                               | 0                                                                                 | 414                                                                               | 147                                                                                 | 804                                                                                 | 843                                                                                 | 110                                                                                 | 767                                                                                 | 797                                                                                 |
| V/C Ratio(X)                 | 0.09                                                                              | 0.00                                                                              | 0.80                                                                              | 0.07                                                                              | 0.00                                                                              | 0.24                                                                              | 0.77                                                                                | 0.60                                                                                | 0.60                                                                                | 0.68                                                                                | 0.71                                                                                | 0.71                                                                                |
| Avail Cap(c_a), veh/h        | 533                                                                               | 0                                                                                 | 593                                                                               | 496                                                                               | 0                                                                                 | 915                                                                               | 479                                                                                 | 1051                                                                                | 1103                                                                                | 479                                                                                 | 955                                                                                 | 993                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 18.9                                                                              | 0.0                                                                               | 20.1                                                                              | 25.0                                                                              | 0.0                                                                               | 17.3                                                                              | 25.1                                                                                | 11.5                                                                                | 11.5                                                                                | 25.6                                                                                | 13.0                                                                                | 13.0                                                                                |
| Incr Delay (d2), s/veh       | 0.1                                                                               | 0.0                                                                               | 4.4                                                                               | 0.1                                                                               | 0.0                                                                               | 0.3                                                                               | 3.2                                                                                 | 1.0                                                                                 | 1.0                                                                                 | 2.8                                                                                 | 2.3                                                                                 | 2.2                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 0.6                                                                               | 0.0                                                                               | 7.0                                                                               | 0.3                                                                               | 0.0                                                                               | 1.8                                                                               | 2.7                                                                                 | 7.0                                                                                 | 7.3                                                                                 | 1.8                                                                                 | 8.9                                                                                 | 9.1                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 19.0                                                                              | 0.0                                                                               | 24.5                                                                              | 25.2                                                                              | 0.0                                                                               | 17.6                                                                              | 28.3                                                                                | 12.5                                                                                | 12.4                                                                                | 28.4                                                                                | 15.3                                                                                | 15.2                                                                                |
| LnGrp LOS                    | B                                                                                 |                                                                                   | C                                                                                 | C                                                                                 |                                                                                   | B                                                                                 | C                                                                                   | B                                                                                   | B                                                                                   | C                                                                                   | B                                                                                   | B                                                                                   |
| Approach Vol, veh/h          | 345                                                                               |                                                                                   |                                                                                   | 114                                                                               |                                                                                   |                                                                                   | 1094                                                                                |                                                                                     |                                                                                     | 1186                                                                                |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 23.9                                                                              |                                                                                   |                                                                                   | 18.5                                                                              |                                                                                   |                                                                                   | 14.1                                                                                |                                                                                     |                                                                                     | 16.1                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 7.4                                                                               | 30.2                                                                              |                                                                                   | 18.1                                                                              | 8.6                                                                               | 29.1                                                                              |                                                                                     | 18.1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               |                                                                                     | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 15.0                                                                              | 33.0                                                                              |                                                                                   | 20.0                                                                              | 15.0                                                                              | 30.0                                                                              |                                                                                     | 29.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 4.3                                                                               | 13.3                                                                              |                                                                                   | 11.8                                                                              | 5.5                                                                               | 16.0                                                                              |                                                                                     | 12.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.1                                                                               | 8.8                                                                               |                                                                                   | 1.3                                                                               | 0.1                                                                               | 8.1                                                                               |                                                                                     | 0.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh |                                                                                   |                                                                                   |                                                                                   | 16.4                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

| Intersection             |                                                                                   |      |                                                                                   |      |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 4.9                                                                               |      |                                                                                   |      |                                                                                   |                                                                                   |
| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL                                                                               | SBT                                                                               |
| Lane Configurations      |  |      |  |      |  |  |
| Traffic Vol, veh/h       | 5                                                                                 | 211  | 808                                                                               | 14   | 410                                                                               | 798                                                                               |
| Future Vol, veh/h        | 5                                                                                 | 211  | 808                                                                               | 14   | 410                                                                               | 798                                                                               |
| 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                                                                                 | -    | -                                                                                 | -    | 50                                                                                | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | 0                                                                                 | -    | -                                                                                 | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -    | 0                                                                                 | -    | -                                                                                 | 0                                                                                 |
| Peak Hour Factor         | 92                                                                                | 92   | 92                                                                                | 92   | 92                                                                                | 92                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 5                                                                                 | 229  | 878                                                                               | 15   | 446                                                                               | 867                                                                               |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 2211   | 447    | 0      |
| Stage 1              | 886    | -      | -      |
| Stage 2              | 1325   | -      | -      |
| Critical Hdwy        | 6.84   | 6.94   | -      |
| Critical Hdwy Stg 1  | 5.84   | -      | -      |
| Critical Hdwy Stg 2  | 5.84   | -      | -      |
| Follow-up Hdwy       | 3.52   | 3.32   | -      |
| Pot Cap-1 Maneuver   | 37     | 559    | -      |
| Stage 1              | 363    | -      | -      |
| Stage 2              | 213    | -      | -      |
| Platoon blocked, %   |        | -      | -      |
| Mov Cap-1 Maneuver   | 15     | 559    | -      |
| Mov Cap-2 Maneuver   | 68     | -      | -      |
| Stage 1              | 363    | -      | -      |
| Stage 2              | 87     | -      | -      |

| Approach          | WB   | NB | SB   |
|-------------------|------|----|------|
| HCM Ctrl Dly, s/v | 19.5 | 0  | 5.57 |
| HCM LOS           | C    |    |      |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL  | SBT  |
|-----------------------|-----|----------|------|------|
| Capacity (veh/h)      | -   | -        | 479  | 755  |
| HCM Lane V/C Ratio    | -   | -        | 0.49 | 0.59 |
| HCM Ctrl Dly (s/v)    | -   | -        | 19.5 | 16.4 |
| HCM Lane LOS          | -   | -        | C    | C    |
| HCM 95th %tile Q(veh) | -   | -        | 2.6  | 3.9  |

**Intersection**

Int Delay, s/veh 1.2

**Movement** EBT EBR WBL WBT NBL NBR

Lane Configurations

Traffic Vol, veh/h 441 27 9 196 37 15

Future Vol, veh/h 441 27 9 196 37 15

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 479 29 10 213 40 16

**Major/Minor** Major1 Major2 Minor1

Conflicting Flow All 0 0 509 0 727 494

Stage 1 - - - - 494 -

Stage 2 - - - - 233 -

Critical Hdwy - - 4.12 - 6.42 6.22

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy - - 2.218 - 3.518 3.318

Pot Cap-1 Maneuver - - 1056 - 391 575

Stage 1 - - - - 613 -

Stage 2 - - - - 806 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - 1056 - 387 575

Mov Cap-2 Maneuver - - - - 387 -

Stage 1 - - - - 613 -

Stage 2 - - - - 798 -

**Approach** EB WB NB

HCM Ctrl Dly, s/v 0 0.37 14.7

HCM LOS B

**Minor Lane/Major Mvmt** NBLn1 EBT EBR WBL WBT

Capacity (veh/h) 427 - - 79 -

HCM Lane V/C Ratio 0.132 - - 0.009 -

HCM Ctrl Dly (s/v) 14.7 - - 8.4 0

HCM Lane LOS B - - A A

HCM 95th %tile Q(veh) 0.5 - - 0 -

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 1.2    |                                                                                   |                                                                                   |        |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |        |  |       |
| Traffic Vol, veh/h       | 3      | 406                                                                               | 174                                                                               | 24     | 49                                                                                | 8     |
| Future Vol, veh/h        | 3      | 406                                                                               | 174                                                                               | 24     | 49                                                                                | 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         | 92     | 92                                                                                | 92                                                                                | 92     | 92                                                                                | 92    |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2                                                                                 | 2      | 2                                                                                 | 2     |
| Mvmt Flow                | 3      | 441                                                                               | 189                                                                               | 26     | 53                                                                                | 9     |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |       |
| Conflicting Flow All     | 215    | 0                                                                                 | -                                                                                 | 0      | 650                                                                               | 202   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 202                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 448                                                                               | -     |
| Critical Hdwy            | 4.12   | -                                                                                 | -                                                                                 | -      | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Follow-up Hdwy           | 2.218  | -                                                                                 | -                                                                                 | -      | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | 1355   | -                                                                                 | -                                                                                 | -      | 434                                                                               | 839   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 832                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 644                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |       |
| Mov Cap-1 Maneuver       | 1355   | -                                                                                 | -                                                                                 | -      | 432                                                                               | 839   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 432                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 829                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 644                                                                               | -     |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |       |
| HCM Ctrl Dly, s/v        | 0.06   | 0                                                                                 |                                                                                   | 13.95  |                                                                                   |       |
| HCM LOS                  |        |                                                                                   |                                                                                   | B      |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |
| Capacity (veh/h)         | 13     | -                                                                                 | -                                                                                 | -      | 464                                                                               |       |
| HCM Lane V/C Ratio       | 0.002  | -                                                                                 | -                                                                                 | -      | 0.134                                                                             |       |
| HCM Ctrl Dly (s/v)       | 7.7    | 0                                                                                 | -                                                                                 | -      | 14                                                                                |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | B                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -      | 0.5                                                                               |       |

| Intersection             |                                                                                   |      |      |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 3.2                                                                               |      |      |                                                                                   |                                                                                   |      |
| Movement                 | EBT                                                                               | EBR  | WBL  | WBT                                                                               | NBL                                                                               | NBR  |
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 6                                                                                 | 487  | 3    | 11                                                                                | 178                                                                               | 0    |
| Future Vol, veh/h        | 6                                                                                 | 487  | 3    | 11                                                                                | 178                                                                               | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Free                                                                              | Free | Free | Free                                                                              | Stop                                                                              | Stop |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | -                                                                                 | -    | -    | -                                                                                 | 0                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92   | 92   | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2    | 2                                                                                 | 2                                                                                 | 2    |
| Mvmt Flow                | 7                                                                                 | 529  | 3    | 12                                                                                | 193                                                                               | 0    |

| Major/Minor          | Major1 | Major2 | Minor1 |   |       |       |
|----------------------|--------|--------|--------|---|-------|-------|
| Conflicting Flow All | 0      | 0      | 536    | 0 | 290   | 271   |
| Stage 1              | -      | -      | -      | - | 271   | -     |
| Stage 2              | -      | -      | -      | - | 18    | -     |
| Critical Hdwy        | -      | -      | 4.12   | - | 6.42  | 6.22  |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.42  | -     |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.42  | -     |
| Follow-up Hdwy       | -      | -      | 2.218  | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver   | -      | -      | 1032   | - | 701   | 767   |
| Stage 1              | -      | -      | -      | - | 774   | -     |
| Stage 2              | -      | -      | -      | - | 1004  | -     |
| Platoon blocked, %   | -      | -      | -      | - | -     | -     |
| Mov Cap-1 Maneuver   | -      | -      | 1032   | - | 699   | 767   |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 699   | -     |
| Stage 1              | -      | -      | -      | - | 774   | -     |
| Stage 2              | -      | -      | -      | - | 1001  | -     |

| Approach          | EB | WB   | NB    |
|-------------------|----|------|-------|
| HCM Ctrl Dly, s/v | 0  | 1.82 | 12.11 |
| HCM LOS           |    |      | B     |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 699   | -   | -   | 386   | -   |
| HCM Lane V/C Ratio    | 0.277 | -   | -   | 0.003 | -   |
| HCM Ctrl Dly (s/v)    | 12.1  | -   | -   | 8.5   | 0   |
| HCM Lane LOS          | B     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 1.1   | -   | -   | 0     | -   |

| Intersection             |        |          |        |      |      |      |
|--------------------------|--------|----------|--------|------|------|------|
| Int Delay, s/veh         | 0      |          |        |      |      |      |
| Movement                 | WBL    | WBR      | NBT    | NBR  | SBL  | SBT  |
| Lane Configurations      |        | ↗        | ↗↗     |      |      | ↗↗   |
| Traffic Vol, veh/h       | 0      | 3        | 793    | 45   | 0    | 819  |
| Future Vol, veh/h        | 0      | 3        | 793    | 45   | 0    | 819  |
| Conflicting Peds, #/hr   | 0      | 0        | 0      | 0    | 0    | 0    |
| Sign Control             | Stop   | Stop     | Free   | Free | Free | Free |
| RT Channelized           | -      | None     | -      | None | -    | None |
| Storage Length           | -      | 0        | -      | -    | -    | -    |
| Veh in Median Storage, # | 0      | -        | 0      | -    | -    | 0    |
| Grade, %                 | 0      | -        | 0      | -    | -    | 0    |
| Peak Hour Factor         | 92     | 92       | 92     | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2      | 2        | 2      | 2    | 2    | 2    |
| Mvmt Flow                | 0      | 3        | 862    | 49   | 0    | 890  |
| Major/Minor              | Minor1 | Major1   | Major2 |      |      |      |
| Conflicting Flow All     | -      | 455      | 0      | 0    | -    | -    |
| Stage 1                  | -      | -        | -      | -    | -    | -    |
| Stage 2                  | -      | -        | -      | -    | -    | -    |
| Critical Hdwy            | -      | 6.94     | -      | -    | -    | -    |
| Critical Hdwy Stg 1      | -      | -        | -      | -    | -    | -    |
| Critical Hdwy Stg 2      | -      | -        | -      | -    | -    | -    |
| Follow-up Hdwy           | -      | 3.32     | -      | -    | -    | -    |
| Pot Cap-1 Maneuver       | 0      | 552      | -      | -    | 0    | -    |
| Stage 1                  | 0      | -        | -      | -    | 0    | -    |
| Stage 2                  | 0      | -        | -      | -    | 0    | -    |
| Platoon blocked, %       |        |          | -      | -    |      | -    |
| Mov Cap-1 Maneuver       | -      | 552      | -      | -    | -    | -    |
| Mov Cap-2 Maneuver       | -      | -        | -      | -    | -    | -    |
| Stage 1                  | -      | -        | -      | -    | -    | -    |
| Stage 2                  | -      | -        | -      | -    | -    | -    |
| Approach                 | WB     | NB       | SB     |      |      |      |
| HCM Ctrl Dly, s/v        | 11.56  | 0        | 0      |      |      |      |
| HCM LOS                  | B      |          |        |      |      |      |
| Minor Lane/Major Mvmt    | NBT    | NBRWBLn1 | SBT    |      |      |      |
| Capacity (veh/h)         | -      | -        | 552    |      |      |      |
| HCM Lane V/C Ratio       | -      | -        | 0.006  |      |      |      |
| HCM Ctrl Dly (s/v)       | -      | -        | 11.6   |      |      |      |
| HCM Lane LOS             | -      | -        | B      |      |      |      |
| HCM 95th %tile Q(veh)    | -      | -        | 0      |      |      |      |

# HCM 7th Signalized Intersection Summary

7: E Grand Blvd & 6th St

05/11/2026

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 57                                                                                | 506                                                                               | 94                                                                                | 168                                                                               | 439                                                                               | 358                                                                               | 110                                                                                 | 453                                                                                 | 125                                                                                 | 282                                                                                 | 500                                                                                 | 20                                                                                  |
| Future Volume (veh/h)        | 57                                                                                | 506                                                                               | 94                                                                                | 168                                                                               | 439                                                                               | 358                                                                               | 110                                                                                 | 453                                                                                 | 125                                                                                 | 282                                                                                 | 500                                                                                 | 20                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 62                                                                                | 550                                                                               | 102                                                                               | 183                                                                               | 477                                                                               | 389                                                                               | 120                                                                                 | 492                                                                                 | 136                                                                                 | 307                                                                                 | 543                                                                                 | 22                                                                                  |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 80                                                                                | 693                                                                               | 588                                                                               | 162                                                                               | 779                                                                               | 661                                                                               | 147                                                                                 | 557                                                                                 | 153                                                                                 | 308                                                                                 | 1017                                                                                | 41                                                                                  |
| Arrive On Green              | 0.04                                                                              | 0.37                                                                              | 0.37                                                                              | 0.15                                                                              | 0.70                                                                              | 0.70                                                                              | 0.08                                                                                | 0.20                                                                                | 0.20                                                                                | 0.17                                                                                | 0.29                                                                                | 0.29                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                                | 2754                                                                                | 757                                                                                 | 1781                                                                                | 3481                                                                                | 141                                                                                 |
| Grp Volume(v), veh/h         | 62                                                                                | 550                                                                               | 102                                                                               | 183                                                                               | 477                                                                               | 389                                                                               | 120                                                                                 | 316                                                                                 | 312                                                                                 | 307                                                                                 | 277                                                                                 | 288                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                                | 1777                                                                                | 1734                                                                                | 1781                                                                                | 1777                                                                                | 1845                                                                                |
| Q Serve(g_s), s              | 3.8                                                                               | 28.8                                                                              | 4.8                                                                               | 10.0                                                                              | 14.9                                                                              | 13.9                                                                              | 7.3                                                                                 | 19.0                                                                                | 19.2                                                                                | 18.9                                                                                | 14.4                                                                                | 14.4                                                                                |
| Cycle Q Clear(g_c), s        | 3.8                                                                               | 28.8                                                                              | 4.8                                                                               | 10.0                                                                              | 14.9                                                                              | 13.9                                                                              | 7.3                                                                                 | 19.0                                                                                | 19.2                                                                                | 18.9                                                                                | 14.4                                                                                | 14.4                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.44                                                                                | 1.00                                                                                |                                                                                     | 0.08                                                                                |
| Lane Grp Cap(c), veh/h       | 80                                                                                | 693                                                                               | 588                                                                               | 162                                                                               | 779                                                                               | 661                                                                               | 147                                                                                 | 359                                                                                 | 350                                                                                 | 308                                                                                 | 519                                                                                 | 539                                                                                 |
| V/C Ratio(X)                 | 0.78                                                                              | 0.79                                                                              | 0.17                                                                              | 1.13                                                                              | 0.61                                                                              | 0.59                                                                              | 0.82                                                                                | 0.88                                                                                | 0.89                                                                                | 1.00                                                                                | 0.53                                                                                | 0.53                                                                                |
| Avail Cap(c_a), veh/h        | 162                                                                               | 693                                                                               | 588                                                                               | 162                                                                               | 779                                                                               | 661                                                                               | 178                                                                                 | 372                                                                                 | 363                                                                                 | 308                                                                                 | 519                                                                                 | 539                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.67                                                                              | 1.67                                                                              | 1.67                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 0.55                                                                              | 0.55                                                                              | 0.55                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 52.0                                                                              | 30.9                                                                              | 23.3                                                                              | 46.6                                                                              | 12.0                                                                              | 11.9                                                                              | 49.6                                                                                | 42.6                                                                                | 42.7                                                                                | 45.5                                                                                | 32.6                                                                                | 32.6                                                                                |
| Incr Delay (d2), s/veh       | 3.3                                                                               | 5.2                                                                               | 0.4                                                                               | 109.9                                                                             | 3.6                                                                               | 3.8                                                                               | 16.2                                                                                | 20.2                                                                                | 21.7                                                                                | 50.7                                                                                | 2.0                                                                                 | 1.9                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 3.2                                                                               | 18.3                                                                              | 3.3                                                                               | 14.6                                                                              | 8.7                                                                               | 7.5                                                                               | 7.0                                                                                 | 15.2                                                                                | 15.2                                                                                | 18.5                                                                                | 10.6                                                                                | 10.9                                                                                |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 55.3                                                                              | 36.1                                                                              | 23.6                                                                              | 156.6                                                                             | 15.6                                                                              | 15.7                                                                              | 65.9                                                                                | 62.8                                                                                | 64.4                                                                                | 96.1                                                                                | 34.6                                                                                | 34.5                                                                                |
| LnGrp LOS                    | E                                                                                 | D                                                                                 | C                                                                                 | F                                                                                 | B                                                                                 | B                                                                                 | E                                                                                   | E                                                                                   | E                                                                                   | F                                                                                   | C                                                                                   | C                                                                                   |
| Approach Vol, veh/h          | 714                                                                               |                                                                                   |                                                                                   | 1049                                                                              |                                                                                   |                                                                                   | 748                                                                                 |                                                                                     |                                                                                     | 872                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 36.0                                                                              |                                                                                   |                                                                                   | 40.2                                                                              |                                                                                   |                                                                                   | 64.0                                                                                |                                                                                     |                                                                                     | 56.2                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | E                                                                                   |                                                                                     |                                                                                     | E                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 14.0                                                                              | 45.8                                                                              | 13.1                                                                              | 37.2                                                                              | 8.9                                                                               | 50.8                                                                              | 23.0                                                                                | 27.2                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 10.0                                                                              | 40.0                                                                              | 11.0                                                                              | 31.0                                                                              | 10.0                                                                              | 40.0                                                                              | 19.0                                                                                | 23.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 12.0                                                                              | 30.8                                                                              | 9.3                                                                               | 16.4                                                                              | 5.8                                                                               | 16.9                                                                              | 20.9                                                                                | 21.2                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 4.3                                                                               | 0.0                                                                               | 5.1                                                                               | 0.0                                                                               | 9.3                                                                               | 0.0                                                                                 | 1.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 48.7                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

8. FP PM Future with Project - PM 5:00 pm 04/17/2026  
GTC

Synchro 12 Report  
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| Intersection             |        |        |      |        |      |      |
|--------------------------|--------|--------|------|--------|------|------|
| Int Delay, s/veh         | 0.4    |        |      |        |      |      |
| Movement                 | EBL    | EBT    | WBT  | WBR    | SBL  | SBR  |
| Lane Configurations      |        | ↑↑     | ↑↑   |        |      | ↗    |
| Traffic Vol, veh/h       | 0      | 870    | 909  | 4      | 0    | 59   |
| Future Vol, veh/h        | 0      | 870    | 909  | 4      | 0    | 59   |
| Conflicting Peds, #/hr   | 0      | 0      | 0    | 0      | 0    | 0    |
| Sign Control             | Free   | Free   | Free | Free   | Stop | Stop |
| RT Channelized           | -      | None   | -    | None   | -    | None |
| Storage Length           | -      | -      | -    | -      | -    | 0    |
| Veh in Median Storage, # | -      | 0      | 0    | -      | 0    | -    |
| Grade, %                 | -      | 0      | 0    | -      | 0    | -    |
| Peak Hour Factor         | 92     | 92     | 92   | 92     | 92   | 92   |
| Heavy Vehicles, %        | 2      | 2      | 2    | 2      | 2    | 2    |
| Mvmt Flow                | 0      | 946    | 988  | 4      | 0    | 64   |
|                          |        |        |      |        |      |      |
| Major/Minor              | Major1 | Major2 |      | Minor2 |      |      |
| Conflicting Flow All     | -      | 0      | -    | 0      | -    | 496  |
| Stage 1                  | -      | -      | -    | -      | -    | -    |
| Stage 2                  | -      | -      | -    | -      | -    | -    |
| Critical Hdwy            | -      | -      | -    | -      | -    | 6.94 |
| Critical Hdwy Stg 1      | -      | -      | -    | -      | -    | -    |
| Critical Hdwy Stg 2      | -      | -      | -    | -      | -    | -    |
| Follow-up Hdwy           | -      | -      | -    | -      | -    | 3.32 |
| Pot Cap-1 Maneuver       | 0      | -      | -    | -      | 0    | 519  |
| Stage 1                  | 0      | -      | -    | -      | 0    | -    |
| Stage 2                  | 0      | -      | -    | -      | 0    | -    |
| Platoon blocked, %       |        | -      | -    | -      |      |      |
| Mov Cap-1 Maneuver       | -      | -      | -    | -      | -    | 519  |
| Mov Cap-2 Maneuver       | -      | -      | -    | -      | -    | -    |
| Stage 1                  | -      | -      | -    | -      | -    | -    |
| Stage 2                  | -      | -      | -    | -      | -    | -    |
|                          |        |        |      |        |      |      |
|                          |        |        |      |        |      |      |
| Approach                 | EB     | WB     |      | SB     |      |      |
| HCM Ctrl Dly, s/v        | 0      | 0      |      | 12.91  |      |      |
| HCM LOS                  | B      |        |      |        |      |      |
|                          |        |        |      |        |      |      |
|                          |        |        |      |        |      |      |
| Minor Lane/Major Mvmt    | EBT    | WBT    | WBR  | SBLn1  |      |      |
| Capacity (veh/h)         | -      | -      | -    | 519    |      |      |
| HCM Lane V/C Ratio       | -      | -      | -    | 0.124  |      |      |
| HCM Ctrl Dly (s/v)       | -      | -      | -    | 12.9   |      |      |
| HCM Lane LOS             | -      | -      | -    | B      |      |      |
| HCM 95th %tile Q(veh)    | -      | -      | -    | 0.4    |      |      |

# HCM 7th Signalized Intersection Summary

9: Rimpau Ave & 6th St

04/17/2026

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 7                                                                                 | 635                                                                               | 132                                                                               | 164                                                                               | 689                                                                               | 82                                                                                | 191                                                                                 | 138                                                                                 | 221                                                                                 | 294                                                                                 | 210                                                                                 | 8                                                                                   |
| Future Volume (veh/h)        | 7                                                                                 | 635                                                                               | 132                                                                               | 164                                                                               | 689                                                                               | 82                                                                                | 191                                                                                 | 138                                                                                 | 221                                                                                 | 294                                                                                 | 210                                                                                 | 8                                                                                   |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 8                                                                                 | 690                                                                               | 143                                                                               | 178                                                                               | 749                                                                               | 89                                                                                | 208                                                                                 | 150                                                                                 | 240                                                                                 | 320                                                                                 | 228                                                                                 | 9                                                                                   |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 18                                                                                | 1082                                                                              | 224                                                                               | 209                                                                               | 1524                                                                              | 181                                                                               | 394                                                                                 | 147                                                                                 | 236                                                                                 | 276                                                                                 | 455                                                                                 | 18                                                                                  |
| Arrive On Green              | 0.00                                                                              | 0.12                                                                              | 0.12                                                                              | 0.12                                                                              | 0.48                                                                              | 0.48                                                                              | 0.09                                                                                | 0.23                                                                                | 0.23                                                                                | 0.12                                                                                | 0.25                                                                                | 0.25                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 2931                                                                              | 607                                                                               | 1781                                                                              | 3199                                                                              | 380                                                                               | 1781                                                                                | 648                                                                                 | 1036                                                                                | 1781                                                                                | 1787                                                                                | 71                                                                                  |
| Grp Volume(v), veh/h         | 8                                                                                 | 418                                                                               | 415                                                                               | 178                                                                               | 416                                                                               | 422                                                                               | 208                                                                                 | 0                                                                                   | 390                                                                                 | 320                                                                                 | 0                                                                                   | 237                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1761                                                                              | 1781                                                                              | 1777                                                                              | 1802                                                                              | 1781                                                                                | 0                                                                                   | 1684                                                                                | 1781                                                                                | 0                                                                                   | 1858                                                                                |
| Q Serve(g_s), s              | 0.5                                                                               | 24.6                                                                              | 24.7                                                                              | 10.8                                                                              | 17.6                                                                              | 17.6                                                                              | 9.9                                                                                 | 0.0                                                                                 | 25.0                                                                                | 13.0                                                                                | 0.0                                                                                 | 12.0                                                                                |
| Cycle Q Clear(g_c), s        | 0.5                                                                               | 24.6                                                                              | 24.7                                                                              | 10.8                                                                              | 17.6                                                                              | 17.6                                                                              | 9.9                                                                                 | 0.0                                                                                 | 25.0                                                                                | 13.0                                                                                | 0.0                                                                                 | 12.0                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.34                                                                              | 1.00                                                                              |                                                                                   | 0.21                                                                              | 1.00                                                                                |                                                                                     | 0.62                                                                                | 1.00                                                                                |                                                                                     | 0.04                                                                                |
| Lane Grp Cap(c), veh/h       | 18                                                                                | 656                                                                               | 650                                                                               | 209                                                                               | 847                                                                               | 859                                                                               | 394                                                                                 | 0                                                                                   | 383                                                                                 | 276                                                                                 | 0                                                                                   | 473                                                                                 |
| V/C Ratio(X)                 | 0.46                                                                              | 0.64                                                                              | 0.64                                                                              | 0.85                                                                              | 0.49                                                                              | 0.49                                                                              | 0.53                                                                                | 0.00                                                                                | 1.02                                                                                | 1.16                                                                                | 0.00                                                                                | 0.50                                                                                |
| Avail Cap(c_a), veh/h        | 162                                                                               | 656                                                                               | 650                                                                               | 275                                                                               | 847                                                                               | 859                                                                               | 394                                                                                 | 0                                                                                   | 383                                                                                 | 276                                                                                 | 0                                                                                   | 473                                                                                 |
| HCM Platoon Ratio            | 0.33                                                                              | 0.33                                                                              | 0.33                                                                              | 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                                                                              | 0.64                                                                                | 0.00                                                                                | 0.64                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 54.5                                                                              | 41.3                                                                              | 41.3                                                                              | 47.6                                                                              | 19.7                                                                              | 19.7                                                                              | 29.4                                                                                | 0.0                                                                                 | 42.5                                                                                | 30.2                                                                                | 0.0                                                                                 | 35.0                                                                                |
| Incr Delay (d2), s/veh       | 17.3                                                                              | 4.7                                                                               | 4.7                                                                               | 17.5                                                                              | 2.0                                                                               | 2.0                                                                               | 0.8                                                                                 | 0.0                                                                                 | 41.7                                                                                | 104.4                                                                               | 0.0                                                                                 | 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(95%),veh/ln     | 0.6                                                                               | 18.4                                                                              | 18.3                                                                              | 9.7                                                                               | 12.1                                                                              | 12.3                                                                              | 7.0                                                                                 | 0.0                                                                                 | 19.9                                                                                | 20.8                                                                                | 0.0                                                                                 | 9.4                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 71.8                                                                              | 46.0                                                                              | 46.1                                                                              | 65.1                                                                              | 21.7                                                                              | 21.7                                                                              | 30.2                                                                                | 0.0                                                                                 | 84.2                                                                                | 134.6                                                                               | 0.0                                                                                 | 36.2                                                                                |
| LnGrp LOS                    | E                                                                                 | D                                                                                 | D                                                                                 | E                                                                                 | C                                                                                 | C                                                                                 | C                                                                                   |                                                                                     | F                                                                                   | F                                                                                   |                                                                                     | D                                                                                   |
| Approach Vol, veh/h          | 841                                                                               |                                                                                   |                                                                                   | 1016                                                                              |                                                                                   |                                                                                   | 598                                                                                 |                                                                                     |                                                                                     | 557                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 46.3                                                                              |                                                                                   |                                                                                   | 29.3                                                                              |                                                                                   |                                                                                   | 65.4                                                                                |                                                                                     |                                                                                     | 92.7                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | E                                                                                   |                                                                                     |                                                                                     | F                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 16.9                                                                              | 46.1                                                                              | 17.0                                                                              | 30.0                                                                              | 5.1                                                                               | 57.9                                                                              | 14.0                                                                                | 33.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.5                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.5                                                                               | 4.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 17.0                                                                              | 36.5                                                                              | 13.0                                                                              | 25.0                                                                              | 10.0                                                                              | 43.5                                                                              | 10.0                                                                                | 28.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 12.8                                                                              | 26.7                                                                              | 15.0                                                                              | 27.0                                                                              | 2.5                                                                               | 19.6                                                                              | 11.9                                                                                | 14.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.2                                                                               | 5.7                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 10.4                                                                              | 0.0                                                                                 | 1.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 52.9                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

8. FP PM Future with Project - PM 5:00 pm 04/17/2026  
GTC

Synchro 12 Report  
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HCM 7th TWSC  
10: Park Driveway (East) & Quarry St

04/17/2026

| Intersection             |                                                                                   |      |      |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.6                                                                               |      |      |                                                                                   |                                                                                   |      |
| Movement                 | EBT                                                                               | EBR  | WBL  | WBT                                                                               | NBL                                                                               | NBR  |
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 441                                                                               | 11   | 5    | 199                                                                               | 13                                                                                | 14   |
| Future Vol, veh/h        | 441                                                                               | 11   | 5    | 199                                                                               | 13                                                                                | 14   |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Free                                                                              | Free | Free | Free                                                                              | Stop                                                                              | Stop |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | -                                                                                 | -    | -    | -                                                                                 | 0                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92   | 92   | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2    | 2                                                                                 | 2                                                                                 | 2    |
| Mvmt Flow                | 479                                                                               | 12   | 5    | 216                                                                               | 14                                                                                | 15   |

| Major/Minor          | Major1 | Major2 | Minor1 |   |       |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 0      | 0      | 491    | 0 | 713   |
| Stage 1              | -      | -      | -      | - | 485   |
| Stage 2              | -      | -      | -      | - | 227   |
| Critical Hdwy        | -      | -      | 4.12   | - | 6.42  |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.42  |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.42  |
| Follow-up Hdwy       | -      | -      | 2.218  | - | 3.518 |
| Pot Cap-1 Maneuver   | -      | -      | 1072   | - | 399   |
| Stage 1              | -      | -      | -      | - | 619   |
| Stage 2              | -      | -      | -      | - | 811   |
| Platoon blocked, %   | -      | -      | -      | - | -     |
| Mov Cap-1 Maneuver   | -      | -      | 1072   | - | 396   |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 396   |
| Stage 1              | -      | -      | -      | - | 619   |
| Stage 2              | -      | -      | -      | - | 806   |

| Approach          | EB | WB   | NB    |
|-------------------|----|------|-------|
| HCM Ctrl Dly, s/v | 0  | 0.21 | 13.08 |
| HCM LOS           |    |      | B     |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 475   | -   | -   | 44    | -   |
| HCM Lane V/C Ratio    | 0.062 | -   | -   | 0.005 | -   |
| HCM Ctrl Dly (s/v)    | 13.1  | -   | -   | 8.4   | 0   |
| HCM Lane LOS          | B     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 0.2   | -   | -   | 0     | -   |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.3  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 4    | 0    | 37   | 7    | 0    | 5    | 21   | 177  | 4    | 8    | 465  | 12   |
| Future Vol, veh/h        | 4    | 0    | 37   | 7    | 0    | 5    | 21   | 177  | 4    | 8    | 465  | 12   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 4    | 0    | 40   | 8    | 0    | 5    | 23   | 192  | 4    | 9    | 505  | 13   |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       | Major2 |   |   |       |   |   |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 767    | 772   | 512    | 763   | 776    | 195   | 518    | 0 | 0 | 197   | 0 | 0 |
| Stage 1              | 529    | 529   | -      | 240   | 240    | -     | -      | - | - | -     | - | - |
| Stage 2              | 238    | 242   | -      | 523   | 536    | -     | -      | - | - | -     | - | - |
| Critical Hdwy        | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12   | - | - | 4.12  | - | - |
| Critical Hdwy Stg 1  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Critical Hdwy Stg 2  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Follow-up Hdwy       | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218  | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver   | 319    | 330   | 562    | 321   | 328    | 847   | 1048   | - | - | 1376  | - | - |
| Stage 1              | 533    | 527   | -      | 763   | 707    | -     | -      | - | - | -     | - | - |
| Stage 2              | 765    | 705   | -      | 537   | 523    | -     | -      | - | - | -     | - | - |
| Platoon blocked, %   |        |       |        |       |        |       |        | - | - | -     | - | - |
| Mov Cap-1 Maneuver   | 306    | 319   | 562    | 288   | 318    | 847   | 1048   | - | - | 1376  | - | - |
| Mov Cap-2 Maneuver   | 306    | 319   | -      | 288   | 318    | -     | -      | - | - | -     | - | - |
| Stage 1              | 528    | 522   | -      | 745   | 689    | -     | -      | - | - | -     | - | - |
| Stage 2              | 742    | 688   | -      | 494   | 519    | -     | -      | - | - | -     | - | - |

| Approach          | EB    |  | WB    |  | NB   |  | SB   |  |
|-------------------|-------|--|-------|--|------|--|------|--|
| HCM Ctrl Dly, s/v | 12.58 |  | 14.37 |  | 0.89 |  | 0.13 |  |
| HCM LOS           | B     |  | B     |  |      |  |      |  |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1WBLn1 | SBL   | SBT   | SBR |
|-----------------------|-------|-----|-----|------------|-------|-------|-----|
| Capacity (veh/h)      | 186   | -   | -   | 520        | 397   | 30    | -   |
| HCM Lane V/C Ratio    | 0.022 | -   | -   | 0.086      | 0.033 | 0.006 | -   |
| HCM Ctrl Dly (s/v)    | 8.5   | 0   | -   | 12.6       | 14.4  | 7.6   | 0   |
| HCM Lane LOS          | A     | A   | -   | B          | B     | A     | A   |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | 0.3        | 0.1   | 0     | -   |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.1  |      |      |      |      |      |
| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
| Lane Configurations      |      | ↑↑   | ↑↑   |      |      | ↑    |
| Traffic Vol, veh/h       | 0    | 844  | 866  | 16   | 0    | 20   |
| Future Vol, veh/h        | 0    | 844  | 866  | 16   | 0    | 20   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | 0    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 0    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0    | 917  | 941  | 17   | 0    | 22   |

| Major/Minor          | Major1 | Major2 | Minor2    |
|----------------------|--------|--------|-----------|
| Conflicting Flow All | -      | 0      | - 0 - 479 |
| Stage 1              | -      | -      | - - -     |
| Stage 2              | -      | -      | - - -     |
| Critical Hdwy        | -      | -      | - - 6.94  |
| Critical Hdwy Stg 1  | -      | -      | - - -     |
| Critical Hdwy Stg 2  | -      | -      | - - -     |
| Follow-up Hdwy       | -      | -      | - - 3.32  |
| Pot Cap-1 Maneuver   | 0      | -      | - 0 532   |
| Stage 1              | 0      | -      | - 0 -     |
| Stage 2              | 0      | -      | - 0 -     |
| Platoon blocked, %   | -      | -      | -         |
| Mov Cap-1 Maneuver   | -      | -      | - - 532   |
| Mov Cap-2 Maneuver   | -      | -      | - - -     |
| Stage 1              | -      | -      | - - -     |
| Stage 2              | -      | -      | - - -     |

| Approach          | EB | WB | SB    |
|-------------------|----|----|-------|
| HCM Ctrl Dly, s/v | 0  | 0  | 12.05 |
| HCM LOS           |    |    | B     |

| Minor Lane/Major Mvmt | EBT | WBT | WBR | SBLn1 |
|-----------------------|-----|-----|-----|-------|
| Capacity (veh/h)      | -   | -   | -   | 532   |
| HCM Lane V/C Ratio    | -   | -   | -   | 0.041 |
| HCM Ctrl Dly (s/v)    | -   | -   | -   | 12    |
| HCM Lane LOS          | -   | -   | -   | B     |
| HCM 95th %tile Q(veh) | -   | -   | -   | 0.1   |

# HCM 7th Signalized Intersection Summary

13: N Main St & Grand Blvd

04/17/2026

|                                           |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                  | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations                       |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)                    | 263                                                                               | 334                                                                               | 270                                                                               | 295                                                                               | 144                                                                               | 301                                                                               | 152                                                                                 | 857                                                                                 | 267                                                                                 | 217                                                                                 | 926                                                                                 | 200                                                                                 |
| Future Volume (veh/h)                     | 263                                                                               | 334                                                                               | 270                                                                               | 295                                                                               | 144                                                                               | 301                                                                               | 152                                                                                 | 857                                                                                 | 267                                                                                 | 217                                                                                 | 926                                                                                 | 200                                                                                 |
| Initial Q (Qb), veh                       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.                           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)                       | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj                          | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                     | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln                    | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h                      | 286                                                                               | 363                                                                               | 293                                                                               | 321                                                                               | 157                                                                               | 327                                                                               | 165                                                                                 | 932                                                                                 | 290                                                                                 | 236                                                                                 | 1007                                                                                | 217                                                                                 |
| 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, %                      | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                                | 347                                                                               | 818                                                                               | 466                                                                               | 230                                                                               | 698                                                                               | 544                                                                               | 221                                                                                 | 1325                                                                                | 591                                                                                 | 262                                                                                 | 1918                                                                                | 413                                                                                 |
| Arrive On Green                           | 0.10                                                                              | 0.23                                                                              | 0.23                                                                              | 0.07                                                                              | 0.20                                                                              | 0.20                                                                              | 0.06                                                                                | 0.37                                                                                | 0.37                                                                                | 0.15                                                                                | 0.46                                                                                | 0.46                                                                                |
| Sat Flow, veh/h                           | 3456                                                                              | 3554                                                                              | 1585                                                                              | 3456                                                                              | 3554                                                                              | 1585                                                                              | 3456                                                                                | 3554                                                                                | 1585                                                                                | 1781                                                                                | 4207                                                                                | 905                                                                                 |
| Grp Volume(v), veh/h                      | 286                                                                               | 363                                                                               | 293                                                                               | 321                                                                               | 157                                                                               | 327                                                                               | 165                                                                                 | 932                                                                                 | 290                                                                                 | 236                                                                                 | 815                                                                                 | 409                                                                                 |
| Grp Sat Flow(s),veh/h/ln                  | 1728                                                                              | 1777                                                                              | 1585                                                                              | 1728                                                                              | 1777                                                                              | 1585                                                                              | 1728                                                                                | 1777                                                                                | 1585                                                                                | 1781                                                                                | 1702                                                                                | 1707                                                                                |
| Q Serve(g_s), s                           | 9.7                                                                               | 10.5                                                                              | 19.2                                                                              | 8.0                                                                               | 4.5                                                                               | 20.5                                                                              | 5.6                                                                                 | 26.8                                                                                | 16.9                                                                                | 15.6                                                                                | 20.5                                                                                | 20.6                                                                                |
| Cycle Q Clear(g_c), s                     | 9.7                                                                               | 10.5                                                                              | 19.2                                                                              | 8.0                                                                               | 4.5                                                                               | 20.5                                                                              | 5.6                                                                                 | 26.8                                                                                | 16.9                                                                                | 15.6                                                                                | 20.5                                                                                | 20.6                                                                                |
| Prop In Lane                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.53                                                                                |
| Lane Grp Cap(c), veh/h                    | 347                                                                               | 818                                                                               | 466                                                                               | 230                                                                               | 698                                                                               | 544                                                                               | 221                                                                                 | 1325                                                                                | 591                                                                                 | 262                                                                                 | 1552                                                                                | 779                                                                                 |
| V/C Ratio(X)                              | 0.82                                                                              | 0.44                                                                              | 0.63                                                                              | 1.39                                                                              | 0.22                                                                              | 0.60                                                                              | 0.75                                                                                | 0.70                                                                                | 0.49                                                                                | 0.90                                                                                | 0.52                                                                                | 0.53                                                                                |
| Avail Cap(c_a), veh/h                     | 518                                                                               | 1125                                                                              | 603                                                                               | 230                                                                               | 829                                                                               | 603                                                                               | 288                                                                                 | 1325                                                                                | 591                                                                                 | 267                                                                                 | 1552                                                                                | 779                                                                                 |
| HCM Platoon Ratio                         | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)                        | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.65                                                                              | 0.65                                                                              | 0.65                                                                              | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh                  | 52.9                                                                              | 39.6                                                                              | 36.7                                                                              | 56.0                                                                              | 40.5                                                                              | 32.6                                                                              | 55.2                                                                                | 32.0                                                                                | 28.9                                                                                | 50.3                                                                                | 23.3                                                                                | 23.4                                                                                |
| Incr Delay (d2), s/veh                    | 4.1                                                                               | 0.4                                                                               | 1.4                                                                               | 193.5                                                                             | 0.1                                                                               | 0.9                                                                               | 4.6                                                                                 | 2.9                                                                                 | 2.7                                                                                 | 30.3                                                                                | 1.3                                                                                 | 2.5                                                                                 |
| Initial Q Delay(d3), s/veh                | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln                  | 7.9                                                                               | 8.2                                                                               | 12.1                                                                              | 15.2                                                                              | 3.6                                                                               | 11.7                                                                              | 4.7                                                                                 | 17.4                                                                                | 11.0                                                                                | 14.1                                                                                | 13.2                                                                                | 13.6                                                                                |
| Unsig. Movement Delay, s/veh              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                     | 57.0                                                                              | 40.0                                                                              | 38.1                                                                              | 249.5                                                                             | 40.6                                                                              | 33.5                                                                              | 59.8                                                                                | 34.9                                                                                | 31.6                                                                                | 80.6                                                                                | 24.6                                                                                | 25.9                                                                                |
| LnGrp LOS                                 | E                                                                                 | D                                                                                 | D                                                                                 | F                                                                                 | D                                                                                 | C                                                                                 | E                                                                                   | C                                                                                   | C                                                                                   | F                                                                                   | C                                                                                   | C                                                                                   |
| Approach Vol, veh/h                       | 942                                                                               |                                                                                   |                                                                                   |                                                                                   | 805                                                                               |                                                                                   |                                                                                     |                                                                                     | 1387                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay, s/veh                     | 44.6                                                                              |                                                                                   |                                                                                   |                                                                                   | 121.0                                                                             |                                                                                   |                                                                                     |                                                                                     | 37.2                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                              | D                                                                                 |                                                                                   |                                                                                   |                                                                                   | F                                                                                 |                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Timer - Assigned Phs                      | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                  | 22.7                                                                              | 50.7                                                                              | 13.0                                                                              | 33.6                                                                              | 12.7                                                                              | 60.7                                                                              | 17.0                                                                                | 29.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                   | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                                 | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s               | 18.0                                                                              | 34.0                                                                              | 8.0                                                                               | 38.0                                                                              | 10.0                                                                              | 42.0                                                                              | 18.0                                                                                | 28.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s              | 17.6                                                                              | 28.8                                                                              | 10.0                                                                              | 21.2                                                                              | 7.6                                                                               | 22.6                                                                              | 11.7                                                                                | 22.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                   | 0.0                                                                               | 3.8                                                                               | 0.0                                                                               | 3.2                                                                               | 0.1                                                                               | 11.0                                                                              | 0.3                                                                                 | 1.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh              |                                                                                   |                                                                                   | 52.4                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                               |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                                     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved changes to right turn type. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

8. FP PM Future with Project - PM 5:00 pm 04/17/2026  
GTC

Synchro 12 Report  
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# HCM 7th Signalized Intersection Summary

## 14: N Main St & SR 91 WB Ramps

04/17/2026



| Movement                                                             | EBL | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|----------------------------------------------------------------------|-----|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations                                                  |     |      |      | ↰    | ↰    | ↰    | ↰    | ↰    |      |      | ↰    | ↰    |
| Traffic Volume (veh/h)                                               | 0   | 0    | 0    | 402  | 6    | 467  | 320  | 814  | 0    | 0    | 917  | 554  |
| Future Volume (veh/h)                                                | 0   | 0    | 0    | 402  | 6    | 467  | 320  | 814  | 0    | 0    | 917  | 554  |
| Initial Q (Qb), veh                                                  |     |      |      | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.                                                      |     |      |      | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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                                               |     |      |      | 1870 | 1870 | 1870 | 1870 | 1870 | 0    | 0    | 1870 | 1870 |
| Adj Flow Rate, veh/h                                                 |     |      |      | 442  | 0    | 508  | 348  | 885  | 0    | 0    | 997  | 602  |
| Peak Hour Factor                                                     |     |      |      | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %                                                 |     |      |      | 2    | 2    | 2    | 2    | 2    | 0    | 0    | 2    | 2    |
| Cap, veh/h                                                           |     |      |      | 669  | 0    | 595  | 413  | 3627 | 0    | 0    | 2632 | 865  |
| Arrive On Green                                                      |     |      |      | 0.19 | 0.00 | 0.19 | 0.24 | 1.00 | 0.00 | 0.00 | 0.55 | 0.55 |
| Sat Flow, veh/h                                                      |     |      |      | 3563 | 0    | 3170 | 3456 | 5274 | 0    | 0    | 5087 | 1585 |
| Grp Volume(v), veh/h                                                 |     |      |      | 442  | 0    | 508  | 348  | 885  | 0    | 0    | 997  | 602  |
| Grp Sat Flow(s),veh/h/ln                                             |     |      |      | 1781 | 0    | 1585 | 1728 | 1702 | 0    | 0    | 1609 | 1585 |
| Q Serve(g_s), s                                                      |     |      |      | 12.7 | 0.0  | 17.0 | 10.6 | 0.0  | 0.0  | 0.0  | 13.0 | 30.6 |
| Cycle Q Clear(g_c), s                                                |     |      |      | 12.7 | 0.0  | 17.0 | 10.6 | 0.0  | 0.0  | 0.0  | 13.0 | 30.6 |
| Prop In Lane                                                         |     |      |      | 1.00 |      | 1.00 | 1.00 |      | 0.00 | 0.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h                                               |     |      |      | 669  | 0    | 595  | 413  | 3627 | 0    | 0    | 2632 | 865  |
| V/C Ratio(X)                                                         |     |      |      | 0.66 | 0.00 | 0.85 | 0.84 | 0.24 | 0.00 | 0.00 | 0.38 | 0.70 |
| Avail Cap(c_a), veh/h                                                |     |      |      | 881  | 0    | 784  | 848  | 3627 | 0    | 0    | 2632 | 865  |
| HCM Platoon Ratio                                                    |     |      |      | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)                                                   |     |      |      | 1.00 | 0.00 | 1.00 | 0.94 | 0.94 | 0.00 | 0.00 | 0.72 | 0.72 |
| Uniform Delay (d), s/veh                                             |     |      |      | 41.4 | 0.0  | 43.2 | 40.9 | 0.0  | 0.0  | 0.0  | 14.3 | 18.3 |
| Incr Delay (d2), s/veh                                               |     |      |      | 0.4  | 0.0  | 5.7  | 1.7  | 0.2  | 0.0  | 0.0  | 0.3  | 3.4  |
| Initial Q Delay(d3), s/veh                                           |     |      |      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln                                             |     |      |      | 9.4  | 0.0  | 11.5 | 7.3  | 0.1  | 0.0  | 0.0  | 7.7  | 16.2 |
| Unsig. Movement Delay, s/veh                                         |     |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh                                                |     |      |      | 41.9 | 0.0  | 48.9 | 42.6 | 0.2  | 0.0  | 0.0  | 14.6 | 21.7 |
| LnGrp LOS                                                            |     |      |      | D    |      | D    | D    | A    |      |      | B    | C    |
| Approach Vol, veh/h                                                  |     |      |      |      | 950  |      |      | 1233 |      |      | 1599 |      |
| Approach Delay, s/veh                                                |     |      |      |      | 45.6 |      |      | 12.1 |      |      | 17.3 |      |
| Approach LOS                                                         |     |      |      |      | D    |      |      | B    |      |      | B    |      |
| Timer - Assigned Phs                                                 |     | 2    |      |      | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s                                             |     | 83.5 |      |      | 18.1 | 65.4 |      | 26.5 |      |      |      |      |
| Change Period (Y+Rc), s                                              |     | 5.4  |      |      | 5.0  | 5.4  |      | 5.8  |      |      |      |      |
| Max Green Setting (Gmax), s                                          |     | 71.6 |      |      | 27.0 | 39.6 |      | 27.2 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s                                         |     | 2.0  |      |      | 12.6 | 32.6 |      | 19.0 |      |      |      |      |
| Green Ext Time (p_c), s                                              |     | 4.9  |      |      | 0.6  | 4.4  |      | 1.6  |      |      |      |      |
| Intersection Summary                                                 |     |      |      |      |      |      |      |      |      |      |      |      |
| HCM 7th Control Delay, s/veh                                         |     |      | 22.7 |      |      |      |      |      |      |      |      |      |
| HCM 7th LOS                                                          |     |      | C    |      |      |      |      |      |      |      |      |      |
| Notes                                                                |     |      |      |      |      |      |      |      |      |      |      |      |
| User approved volume balancing among the lanes for turning movement. |     |      |      |      |      |      |      |      |      |      |      |      |

HCM 7th Signalized Intersection Summary  
15: S Main St/N Main St & SR 91 EB Ramps

04/17/2026



| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL | WBT  | WBR | NBL  | NBT                                                                                                                                                                                                                                                   | NBR                                                                               | SBL                                                                                                                                                                 | SBT                                                                                                                                                                                                                                                   | SBR  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----|------|-----|------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|
| Lane Configurations          |  |  |  |     |      |     |      |    |  |   |    |      |
| Traffic Volume (veh/h)       | 428                                                                               | 86                                                                                | 436                                                                               | 0   | 0    | 0   | 0    | 698                                                                                                                                                                                                                                                   | 576                                                                               | 479                                                                                                                                                                 | 832                                                                                                                                                                                                                                                   | 0    |
| Future Volume (veh/h)        | 428                                                                               | 86                                                                                | 436                                                                               | 0   | 0    | 0   | 0    | 698                                                                                                                                                                                                                                                   | 576                                                                               | 479                                                                                                                                                                 | 832                                                                                                                                                                                                                                                   | 0    |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 |     |      |     | 0    | 0                                                                                                                                                                                                                                                     | 0                                                                                 | 0                                                                                                                                                                   | 0                                                                                                                                                                                                                                                     | 0    |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |     |      |     | 1.00 | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              | 1.00                                                                                                                                                                | 1.00                                                                                                                                                                                                                                                  | 1.00 |
| 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       | 1870                                                                              | 1870                                                                              | 1870                                                                              |     |      |     | 0    | 1870                                                                                                                                                                                                                                                  | 1870                                                                              | 1870                                                                                                                                                                | 1870                                                                                                                                                                                                                                                  | 0    |
| Adj Flow Rate, veh/h         | 531                                                                               | 0                                                                                 | 474                                                                               |     |      |     | 0    | 759                                                                                                                                                                                                                                                   | 626                                                                               | 521                                                                                                                                                                 | 904                                                                                                                                                                                                                                                   | 0    |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |     |      |     | 0.92 | 0.92                                                                                                                                                                                                                                                  | 0.92                                                                              | 0.92                                                                                                                                                                | 0.92                                                                                                                                                                                                                                                  | 0.92 |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 |     |      |     | 0    | 2                                                                                                                                                                                                                                                     | 2                                                                                 | 2                                                                                                                                                                   | 2                                                                                                                                                                                                                                                     | 0    |
| Cap, veh/h                   | 557                                                                               | 0                                                                                 | 496                                                                               |     |      |     | 0    | 3949                                                                                                                                                                                                                                                  | 826                                                                               | 605                                                                                                                                                                 | 3788                                                                                                                                                                                                                                                  | 0    |
| Arrive On Green              | 0.16                                                                              | 0.00                                                                              | 0.16                                                                              |     |      |     | 0.00 | 1.00                                                                                                                                                                                                                                                  | 1.00                                                                              | 0.06                                                                                                                                                                | 0.24                                                                                                                                                                                                                                                  | 0.00 |
| Sat Flow, veh/h              | 3563                                                                              | 0                                                                                 | 3170                                                                              |     |      |     | 0    | 7930                                                                                                                                                                                                                                                  | 1585                                                                              | 3456                                                                                                                                                                | 5274                                                                                                                                                                                                                                                  | 0    |
| Grp Volume(v), veh/h         | 531                                                                               | 0                                                                                 | 474                                                                               |     |      |     | 0    | 759                                                                                                                                                                                                                                                   | 626                                                                               | 521                                                                                                                                                                 | 904                                                                                                                                                                                                                                                   | 0    |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 0                                                                                 | 1585                                                                              |     |      |     | 0    | 1515                                                                                                                                                                                                                                                  | 1585                                                                              | 1728                                                                                                                                                                | 1702                                                                                                                                                                                                                                                  | 0    |
| Q Serve(g_s), s              | 16.3                                                                              | 0.0                                                                               | 16.3                                                                              |     |      |     | 0.0  | 0.0                                                                                                                                                                                                                                                   | 0.0                                                                               | 16.4                                                                                                                                                                | 15.6                                                                                                                                                                                                                                                  | 0.0  |
| Cycle Q Clear(g_c), s        | 16.3                                                                              | 0.0                                                                               | 16.3                                                                              |     |      |     | 0.0  | 0.0                                                                                                                                                                                                                                                   | 0.0                                                                               | 16.4                                                                                                                                                                | 15.6                                                                                                                                                                                                                                                  | 0.0  |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              |     |      |     | 0.00 |                                                                                                                                                                                                                                                       | 1.00                                                                              | 1.00                                                                                                                                                                |                                                                                                                                                                                                                                                       | 0.00 |
| Lane Grp Cap(c), veh/h       | 557                                                                               | 0                                                                                 | 496                                                                               |     |      |     | 0    | 3949                                                                                                                                                                                                                                                  | 826                                                                               | 605                                                                                                                                                                 | 3788                                                                                                                                                                                                                                                  | 0    |
| V/C Ratio(X)                 | 0.95                                                                              | 0.00                                                                              | 0.96                                                                              |     |      |     | 0.00 | 0.19                                                                                                                                                                                                                                                  | 0.76                                                                              | 0.86                                                                                                                                                                | 0.24                                                                                                                                                                                                                                                  | 0.00 |
| Avail Cap(c_a), veh/h        | 557                                                                               | 0                                                                                 | 496                                                                               |     |      |     | 0    | 3949                                                                                                                                                                                                                                                  | 826                                                                               | 880                                                                                                                                                                 | 3788                                                                                                                                                                                                                                                  | 0    |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |     |      |     | 1.00 | 2.00                                                                                                                                                                                                                                                  | 2.00                                                                              | 0.33                                                                                                                                                                | 0.33                                                                                                                                                                                                                                                  | 1.00 |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              |     |      |     | 0.00 | 0.80                                                                                                                                                                                                                                                  | 0.80                                                                              | 0.84                                                                                                                                                                | 0.84                                                                                                                                                                                                                                                  | 0.00 |
| Uniform Delay (d), s/veh     | 46.0                                                                              | 0.0                                                                               | 46.0                                                                              |     |      |     | 0.0  | 0.0                                                                                                                                                                                                                                                   | 0.0                                                                               | 50.5                                                                                                                                                                | 16.6                                                                                                                                                                                                                                                  | 0.0  |
| Incr Delay (d2), s/veh       | 26.6                                                                              | 0.0                                                                               | 29.3                                                                              |     |      |     | 0.0  | 0.1                                                                                                                                                                                                                                                   | 5.2                                                                               | 3.7                                                                                                                                                                 | 0.1                                                                                                                                                                                                                                                   | 0.0  |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |     |      |     | 0.0  | 0.0                                                                                                                                                                                                                                                   | 0.0                                                                               | 0.0                                                                                                                                                                 | 0.0                                                                                                                                                                                                                                                   | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 14.2                                                                              | 0.0                                                                               | 13.1                                                                              |     |      |     | 0.0  | 0.0                                                                                                                                                                                                                                                   | 2.1                                                                               | 12.2                                                                                                                                                                | 11.2                                                                                                                                                                                                                                                  | 0.0  |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |     |      |     |      |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |      |
| LnGrp Delay(d), s/veh        | 72.6                                                                              | 0.0                                                                               | 75.3                                                                              |     |      |     | 0.0  | 0.1                                                                                                                                                                                                                                                   | 5.2                                                                               | 54.2                                                                                                                                                                | 16.7                                                                                                                                                                                                                                                  | 0.0  |
| LnGrp LOS                    | E                                                                                 |                                                                                   | E                                                                                 |     |      |     |      | A                                                                                                                                                                                                                                                     | A                                                                                 | D                                                                                                                                                                   | B                                                                                                                                                                                                                                                     |      |
| Approach Vol, veh/h          | 1005                                                                              |                                                                                   |                                                                                   |     |      |     | 1385 |                                                                                                                                                                                                                                                       |                                                                                   | 1425                                                                                                                                                                |                                                                                                                                                                                                                                                       |      |
| Approach Delay, s/veh        | 73.9                                                                              |                                                                                   |                                                                                   |     |      |     | 2.4  |                                                                                                                                                                                                                                                       |                                                                                   | 30.4                                                                                                                                                                |                                                                                                                                                                                                                                                       |      |
| Approach LOS                 | E                                                                                 |                                                                                   |                                                                                   |     |      |     | A    |                                                                                                                                                                                                                                                       |                                                                                   | C                                                                                                                                                                   |                                                                                                                                                                                                                                                       |      |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 4                                                                                 |     | 6    |     |      |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |      |
| Phs Duration (G+Y+Rc), s     | 24.3                                                                              | 62.7                                                                              | 23.0                                                                              |     | 87.0 |     |      |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |      |
| Change Period (Y+Rc), s      | 5.0                                                                               | 5.4                                                                               | 5.8                                                                               |     | 5.4  |     |      |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |      |
| Max Green Setting (Gmax), s  | 28.0                                                                              | 48.6                                                                              | 17.2                                                                              |     | 81.6 |     |      |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |      |
| Max Q Clear Time (g_c+Tb), s | 110.4                                                                             | 2.0                                                                               | 18.3                                                                              |     | 17.6 |     |      |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |      |
| Green Ext Time (p_c), s      | 0.8                                                                               | 5.6                                                                               | 0.0                                                                               |     | 5.0  |     |      |                                                                                                                                                                                                                                                       |                                                                                   |                                                                                                                                                                     |                                                                                                                                                                                                                                                       |      |

Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 31.7 |
| HCM 7th LOS                  | C    |

Notes

User approved volume balancing among the lanes for turning movement.



# HCM 7th Signalized Intersection Summary

16: S Main St & 3rd Street

04/17/2026



| Movement                       | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL   | SBT  | SBR  |
|--------------------------------|------|------|------|------|------|------|------|------|------|-------|------|------|
| Lane Configurations            | ↰↱   | ↱    |      | ↰↱   | ↱    |      | ↰↱↱↱ |      |      | ↰↱↱↱  | ↱    |      |
| Traffic Volume (veh/h)         | 205  | 93   | 29   | 51   | 55   | 201  | 20   | 871  | 51   | 217   | 903  | 146  |
| Future Volume (veh/h)          | 205  | 93   | 29   | 51   | 55   | 201  | 20   | 871  | 51   | 217   | 903  | 146  |
| Initial Q (Qb), veh            | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0    | 0    |
| Lane Width Adj.                | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)            | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00  |      | 1.00 |
| Parking Bus, Adj               | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Work Zone On Approach          | No   |      |      | No   |      |      | No   |      |      | No    |      |      |
| Adj Sat Flow, veh/h/ln         | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870  | 1870 | 1870 |
| Adj Flow Rate, veh/h           | 223  | 101  | 32   | 55   | 60   | 218  | 22   | 947  | 55   | 236   | 982  | 159  |
| 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, %           | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2     | 2    | 2    |
| Cap, veh/h                     | 289  | 328  | 104  | 71   | 70   | 253  | 40   | 2182 | 127  | 178   | 2654 | 956  |
| Arrive On Green                | 0.08 | 0.24 | 0.24 | 0.04 | 0.20 | 0.20 | 0.02 | 0.44 | 0.44 | 0.20  | 1.00 | 1.00 |
| Sat Flow, veh/h                | 3456 | 1361 | 431  | 1781 | 354  | 1285 | 1781 | 4937 | 286  | 1781  | 5106 | 1585 |
| Grp Volume(v), veh/h           | 223  | 0    | 133  | 55   | 0    | 278  | 22   | 652  | 350  | 236   | 982  | 159  |
| Grp Sat Flow(s),veh/h/ln       | 1728 | 0    | 1793 | 1781 | 0    | 1639 | 1781 | 1702 | 1819 | 1781  | 1702 | 1585 |
| Q Serve(g_s), s                | 7.0  | 0.0  | 6.7  | 3.4  | 0.0  | 18.0 | 1.3  | 14.6 | 14.6 | 11.0  | 0.0  | 0.0  |
| Cycle Q Clear(g_c), s          | 7.0  | 0.0  | 6.7  | 3.4  | 0.0  | 18.0 | 1.3  | 14.6 | 14.6 | 11.0  | 0.0  | 0.0  |
| Prop In Lane                   | 1.00 |      | 0.24 | 1.00 |      | 0.78 | 1.00 |      | 0.16 | 1.00  |      | 1.00 |
| Lane Grp Cap(c), veh/h         | 289  | 0    | 432  | 71   | 0    | 323  | 40   | 1505 | 804  | 178   | 2654 | 956  |
| V/C Ratio(X)                   | 0.77 | 0.00 | 0.31 | 0.78 | 0.00 | 0.86 | 0.56 | 0.43 | 0.43 | 1.32  | 0.37 | 0.17 |
| Avail Cap(c_a), veh/h          | 393  | 0    | 668  | 170  | 0    | 581  | 162  | 1505 | 804  | 178   | 2654 | 956  |
| 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 | 0.00 | 1.00 | 0.94 | 0.00 | 0.94 | 0.66 | 0.66 | 0.66 | 0.95  | 0.95 | 0.95 |
| Uniform Delay (d), s/veh       | 49.4 | 0.0  | 34.2 | 52.3 | 0.0  | 42.7 | 53.2 | 21.2 | 21.2 | 44.0  | 0.0  | 0.0  |
| Incr Delay (d2), s/veh         | 6.4  | 0.0  | 0.4  | 6.2  | 0.0  | 6.3  | 3.0  | 0.6  | 1.1  | 178.3 | 0.4  | 0.4  |
| Initial Q Delay(d3), s/veh     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln       | 5.9  | 0.0  | 5.3  | 2.9  | 0.0  | 12.3 | 1.1  | 9.1  | 9.7  | 20.9  | 0.2  | 0.2  |
| Unsig. Movement Delay, s/veh   |      |      |      |      |      |      |      |      |      |       |      |      |
| LnGrp Delay(d), s/veh          | 55.8 | 0.0  | 34.6 | 58.5 | 0.0  | 49.0 | 56.2 | 21.8 | 22.3 | 222.3 | 0.4  | 0.4  |
| LnGrp LOS                      | E    |      | C    | E    |      | D    | E    | C    | C    | F     | A    | A    |
| Approach Vol, veh/h            | 356  |      |      |      |      | 333  |      | 1024 |      | 1377  |      |      |
| Approach Delay, s/veh          | 47.9 |      |      |      |      | 50.6 |      | 22.7 |      | 38.4  |      |      |
| Approach LOS                   | D    |      |      |      |      | D    |      | C    |      | D     |      |      |
| Timer - Assigned Phs           | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |       |      |      |
| Phs Duration (G+Y+Rc), s       | 53.6 | 53.6 | 8.9  | 31.5 | 7.4  | 62.2 | 13.7 | 26.7 |      |       |      |      |
| Change Period (Y+Rc), s        | 5.0  | 5.0  | 4.5  | 5.0  | 5.0  | 5.0  | 4.5  | 5.0  |      |       |      |      |
| Max Green Setting (Gmax), s    | 28.0 | 28.0 | 10.5 | 41.0 | 10.0 | 29.0 | 12.5 | 39.0 |      |       |      |      |
| Max Q Clear Time (g_c+11.3), s | 16.6 | 16.6 | 5.4  | 8.7  | 3.3  | 2.0  | 9.0  | 20.0 |      |       |      |      |
| Green Ext Time (p_c), s        | 0.0  | 6.3  | 0.0  | 0.8  | 0.0  | 11.8 | 0.2  | 1.7  |      |       |      |      |

## Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 35.6 |
| HCM 7th LOS                  | D    |

## Notes

User approved pedestrian interval to be less than phase max green.

# HCM 7th Signalized Intersection Summary

17: S Main St & 6th St

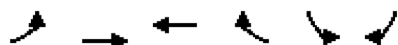
04/17/2026

|                              |  |  |  |  |  |  |  |  |    |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 173                                                                               | 519                                                                               | 130                                                                               | 45                                                                                | 431                                                                               | 90                                                                                | 160                                                                               | 607                                                                               | 69                                                                                  | 159                                                                                 | 688                                                                                 | 87                                                                                  |
| Future Volume (veh/h)        | 173                                                                               | 519                                                                               | 130                                                                               | 45                                                                                | 431                                                                               | 90                                                                                | 160                                                                               | 607                                                                               | 69                                                                                  | 159                                                                                 | 688                                                                                 | 87                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 188                                                                               | 564                                                                               | 141                                                                               | 49                                                                                | 468                                                                               | 98                                                                                | 174                                                                               | 660                                                                               | 75                                                                                  | 173                                                                                 | 748                                                                                 | 95                                                                                  |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 178                                                                               | 640                                                                               | 542                                                                               | 66                                                                                | 523                                                                               | 443                                                                               | 160                                                                               | 1104                                                                              | 492                                                                                 | 160                                                                                 | 1104                                                                                | 492                                                                                 |
| Arrive On Green              | 0.10                                                                              | 0.34                                                                              | 0.34                                                                              | 0.04                                                                              | 0.28                                                                              | 0.28                                                                              | 0.09                                                                              | 0.31                                                                              | 0.31                                                                                | 0.09                                                                                | 0.31                                                                                | 0.31                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 3554                                                                              | 1585                                                                                | 1781                                                                                | 3554                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h         | 188                                                                               | 564                                                                               | 141                                                                               | 49                                                                                | 468                                                                               | 98                                                                                | 174                                                                               | 660                                                                               | 75                                                                                  | 173                                                                                 | 748                                                                                 | 95                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1585                                                                                | 1781                                                                                | 1777                                                                                | 1585                                                                                |
| Q Serve(g_s), s              | 10.0                                                                              | 28.4                                                                              | 6.4                                                                               | 2.7                                                                               | 24.0                                                                              | 4.7                                                                               | 9.0                                                                               | 15.7                                                                              | 3.4                                                                                 | 9.0                                                                                 | 18.4                                                                                | 4.4                                                                                 |
| Cycle Q Clear(g_c), s        | 10.0                                                                              | 28.4                                                                              | 6.4                                                                               | 2.7                                                                               | 24.0                                                                              | 4.7                                                                               | 9.0                                                                               | 15.7                                                                              | 3.4                                                                                 | 9.0                                                                                 | 18.4                                                                                | 4.4                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 178                                                                               | 640                                                                               | 542                                                                               | 66                                                                                | 523                                                                               | 443                                                                               | 160                                                                               | 1104                                                                              | 492                                                                                 | 160                                                                                 | 1104                                                                                | 492                                                                                 |
| V/C Ratio(X)                 | 1.06                                                                              | 0.88                                                                              | 0.26                                                                              | 0.74                                                                              | 0.90                                                                              | 0.22                                                                              | 1.09                                                                              | 0.60                                                                              | 0.15                                                                                | 1.08                                                                                | 0.68                                                                                | 0.19                                                                                |
| Avail Cap(c_a), veh/h        | 178                                                                               | 673                                                                               | 571                                                                               | 89                                                                                | 580                                                                               | 491                                                                               | 160                                                                               | 1104                                                                              | 492                                                                                 | 160                                                                                 | 1104                                                                                | 492                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.74                                                                              | 0.74                                                                              | 0.74                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Uniform Delay (d), s/veh     | 45.0                                                                              | 31.0                                                                              | 23.7                                                                              | 47.7                                                                              | 34.6                                                                              | 27.7                                                                              | 45.5                                                                              | 29.2                                                                              | 24.9                                                                                | 45.5                                                                                | 30.1                                                                                | 25.3                                                                                |
| Incr Delay (d2), s/veh       | 82.9                                                                              | 13.0                                                                              | 0.4                                                                               | 9.2                                                                               | 12.6                                                                              | 0.3                                                                               | 95.7                                                                              | 2.4                                                                               | 0.7                                                                                 | 91.9                                                                                | 3.2                                                                                 | 0.8                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 18.5                                                                              | 21.0                                                                              | 4.4                                                                               | 2.5                                                                               | 17.5                                                                              | 3.3                                                                               | 13.3                                                                              | 11.3                                                                              | 2.5                                                                                 | 12.9                                                                                | 12.8                                                                                | 3.2                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 127.9                                                                             | 44.0                                                                              | 24.1                                                                              | 56.8                                                                              | 47.3                                                                              | 27.9                                                                              | 141.2                                                                             | 31.6                                                                              | 25.6                                                                                | 137.4                                                                               | 33.3                                                                                | 26.1                                                                                |
| LnGrp LOS                    | F                                                                                 | D                                                                                 | C                                                                                 | E                                                                                 | D                                                                                 | C                                                                                 | F                                                                                 | C                                                                                 | C                                                                                   | F                                                                                   | C                                                                                   | C                                                                                   |
| Approach Vol, veh/h          | 893                                                                               |                                                                                   |                                                                                   | 615                                                                               |                                                                                   |                                                                                   | 909                                                                               |                                                                                   |                                                                                     | 1016                                                                                |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 58.5                                                                              |                                                                                   |                                                                                   | 44.9                                                                              |                                                                                   |                                                                                   | 52.1                                                                              |                                                                                   |                                                                                     | 50.3                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | E                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                 | 8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 34.0                                                                              | 37.1                                                                              | 8.7                                                                               | 40.2                                                                              | 14.0                                                                              | 37.1                                                                              | 15.0                                                                              | 33.9                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 28.0                                                                              | 28.0                                                                              | 5.0                                                                               | 36.0                                                                              | 9.0                                                                               | 28.0                                                                              | 10.0                                                                              | 31.0                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 17.7                                                                              | 17.7                                                                              | 4.7                                                                               | 30.4                                                                              | 11.0                                                                              | 20.4                                                                              | 12.0                                                                              | 26.0                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 4.4                                                                               | 0.0                                                                               | 2.6                                                                               | 0.0                                                                               | 4.0                                                                               | 0.0                                                                               | 1.9                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 52.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM 7th Signalized Intersection Summary

18: Grand Blvd & Joy St

04/17/2026



| Movement                                                                                           | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
|----------------------------------------------------------------------------------------------------|------|------|------|------|------|------|
| Lane Configurations                                                                                |      |      |      |      |      |      |
| Traffic Volume (veh/h)                                                                             | 133  | 681  | 601  | 350  | 397  | 90   |
| Future Volume (veh/h)                                                                              | 133  | 681  | 601  | 350  | 397  | 90   |
| Initial Q (Qb), veh                                                                                | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.                                                                                    | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)                                                                                | 1.00 |      |      | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj                                                                                   | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach                                                                              |      | No   | No   |      | No   |      |
| Adj Sat Flow, veh/h/ln                                                                             | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h                                                                               | 145  | 740  | 653  | 380  | 432  | 98   |
| Peak Hour Factor                                                                                   | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %                                                                               | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                                                                                         | 181  | 2038 | 866  | 504  | 475  | 423  |
| Arrive On Green                                                                                    | 0.10 | 0.57 | 0.40 | 0.40 | 0.27 | 0.27 |
| Sat Flow, veh/h                                                                                    | 1781 | 3647 | 2256 | 1258 | 1781 | 1585 |
| Grp Volume(v), veh/h                                                                               | 145  | 740  | 536  | 497  | 432  | 98   |
| Grp Sat Flow(s), veh/h/ln                                                                          | 1781 | 1777 | 1777 | 1644 | 1781 | 1585 |
| Q Serve(g_s), s                                                                                    | 6.7  | 9.5  | 21.9 | 21.9 | 19.8 | 4.1  |
| Cycle Q Clear(g_c), s                                                                              | 6.7  | 9.5  | 21.9 | 21.9 | 19.8 | 4.1  |
| Prop In Lane                                                                                       | 1.00 |      |      | 0.77 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h                                                                             | 181  | 2038 | 712  | 659  | 475  | 423  |
| V/C Ratio(X)                                                                                       | 0.80 | 0.36 | 0.75 | 0.75 | 0.91 | 0.23 |
| Avail Cap(c_a), veh/h                                                                              | 316  | 2038 | 946  | 876  | 538  | 478  |
| HCM Platoon Ratio                                                                                  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)                                                                                 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh                                                                           | 37.1 | 9.7  | 21.7 | 21.7 | 30.0 | 24.2 |
| Incr Delay (d2), s/veh                                                                             | 7.9  | 0.2  | 3.0  | 3.3  | 18.2 | 0.3  |
| Initial Q Delay(d3), s/veh                                                                         | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln                                                                           | 5.9  | 6.1  | 14.2 | 13.4 | 15.9 | 7.2  |
| Unsig. Movement Delay, s/veh                                                                       |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh                                                                              | 44.9 | 9.9  | 24.8 | 25.0 | 48.2 | 24.5 |
| LnGrp LOS                                                                                          | D    | A    | C    | C    | D    | C    |
| Approach Vol, veh/h                                                                                |      | 885  | 1033 |      | 530  |      |
| Approach Delay, s/veh                                                                              |      | 15.6 | 24.9 |      | 43.8 |      |
| Approach LOS                                                                                       |      | B    | C    |      | D    |      |
| Timer - Assigned Phs                                                                               |      | 2    |      | 4    | 5    | 6    |
| Phs Duration (G+Y+Rc), s                                                                           |      | 55.5 |      | 29.0 | 15.6 | 39.9 |
| Change Period (Y+Rc), s                                                                            |      | * 7  |      | 6.5  | 7.0  | 6.0  |
| Max Green Setting (Gmax), s                                                                        |      | * 45 |      | 25.5 | 15.0 | 45.0 |
| Max Q Clear Time (g_c+l1), s                                                                       |      | 11.5 |      | 21.8 | 8.7  | 23.9 |
| Green Ext Time (p_c), s                                                                            |      | 8.4  |      | 0.7  | 0.2  | 9.9  |
| <b>Intersection Summary</b>                                                                        |      |      |      |      |      |      |
| HCM 7th Control Delay, s/veh                                                                       |      |      | 25.6 |      |      |      |
| HCM 7th LOS                                                                                        |      |      | C    |      |      |      |
| <b>Notes</b>                                                                                       |      |      |      |      |      |      |
| * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier. |      |      |      |      |      |      |

# HCM 7th Signalized Intersection Summary

19: E Grand Blvd & Fullerton Ave

04/17/2026



| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          |      |      |      |      |      |      |      |      |      |      |      |      |
| Traffic Volume (veh/h)       | 60   | 123  | 6    | 39   | 60   | 285  | 1    | 389  | 72   | 301  | 397  | 47   |
| Future Volume (veh/h)        | 60   | 123  | 6    | 39   | 60   | 285  | 1    | 389  | 72   | 301  | 397  | 47   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 65   | 134  | 7    | 42   | 0    | 353  | 1    | 423  | 78   | 327  | 432  | 51   |
| 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, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 338  | 312  | 16   | 292  | 0    | 561  | 4    | 898  | 164  | 393  | 1662 | 195  |
| Arrive On Green              | 0.18 | 0.18 | 0.18 | 0.18 | 0.00 | 0.18 | 0.00 | 0.30 | 0.30 | 0.22 | 0.52 | 0.52 |
| Sat Flow, veh/h              | 1028 | 1762 | 92   | 1248 | 0    | 3170 | 1781 | 2999 | 549  | 1781 | 3203 | 376  |
| Grp Volume(v), veh/h         | 65   | 0    | 141  | 42   | 0    | 353  | 1    | 249  | 252  | 327  | 239  | 244  |
| Grp Sat Flow(s),veh/h/ln     | 1028 | 0    | 1854 | 1248 | 0    | 1585 | 1781 | 1777 | 1772 | 1781 | 1777 | 1803 |
| Q Serve(g_s), s              | 2.6  | 0.0  | 3.1  | 1.4  | 0.0  | 4.8  | 0.0  | 5.3  | 5.4  | 8.1  | 3.5  | 3.5  |
| Cycle Q Clear(g_c), s        | 2.6  | 0.0  | 3.1  | 4.6  | 0.0  | 4.8  | 0.0  | 5.3  | 5.4  | 8.1  | 3.5  | 3.5  |
| Prop In Lane                 | 1.00 |      | 0.05 | 1.00 |      | 1.00 | 1.00 |      | 0.31 | 1.00 |      | 0.21 |
| Lane Grp Cap(c), veh/h       | 338  | 0    | 328  | 292  | 0    | 561  | 4    | 532  | 531  | 393  | 922  | 935  |
| V/C Ratio(X)                 | 0.19 | 0.00 | 0.43 | 0.14 | 0.00 | 0.63 | 0.26 | 0.47 | 0.47 | 0.83 | 0.26 | 0.26 |
| Avail Cap(c_a), veh/h        | 712  | 0    | 1003 | 746  | 0    | 1715 | 964  | 1538 | 1534 | 578  | 1538 | 1560 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 16.7 | 0.0  | 16.9 | 19.0 | 0.0  | 17.6 | 23.0 | 13.2 | 13.2 | 17.2 | 6.2  | 6.2  |
| Incr Delay (d2), s/veh       | 0.3  | 0.0  | 0.9  | 0.2  | 0.0  | 1.2  | 44.4 | 1.4  | 1.4  | 4.3  | 0.3  | 0.3  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 0.0  | 0.0  | 2.3  | 0.7  | 0.0  | 2.9  | 0.1  | 3.5  | 3.6  | 6.0  | 1.8  | 1.8  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 17.0 | 0.0  | 17.8 | 19.2 | 0.0  | 18.8 | 67.5 | 14.6 | 14.6 | 21.5 | 6.5  | 6.5  |
| LnGrp LOS                    | B    |      | B    | B    |      | B    | E    | B    | B    | C    | A    | A    |
| Approach Vol, veh/h          | 206  |      |      | 395  |      |      | 502  |      |      | 810  |      |      |
| Approach Delay, s/veh        | 17.6 |      |      | 18.8 |      |      | 14.7 |      |      | 12.6 |      |      |
| Approach LOS                 | B    |      |      | B    |      |      | B    |      |      | B    |      |      |
| Timer - Assigned Phs         | 1    | 2    |      | 4    | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 4.1  | 29.0 |      | 13.2 | 14.2 | 18.8 |      | 13.2 |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0  | 5.0  |      | 5.0  | 4.0  | 5.0  |      | 5.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 25.0 | 40.0 |      | 25.0 | 15.0 | 40.0 |      | 25.0 |      |      |      |      |
| Max Q Clear Time (g_c+I), s  | 12.0 | 5.5  |      | 6.8  | 10.1 | 7.4  |      | 5.1  |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 6.3  |      | 1.5  | 0.3  | 6.5  |      | 1.0  |      |      |      |      |

## Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 15.0 |
| HCM 7th LOS                  | B    |

## Notes

User approved volume balancing among the lanes for turning movement.

# HCM 7th Signalized Intersection Summary

20: Rimpau Ave & Magnolia Ave

04/17/2026



| Movement                       | EBL   | EBT  | EBR  | WBL    | WBT  | WBR  | NBL  | NBT   | NBR   | SBL   | SBT  | SBR  |
|--------------------------------|-------|------|------|--------|------|------|------|-------|-------|-------|------|------|
| Lane Configurations            | ↵ ↑↑↑ |      |      | ↵↑ ↑↑↑ |      |      | ↵    | ↑     | ↗     | ↵     | ↗    |      |
| Traffic Volume (veh/h)         | 74    | 762  | 101  | 570    | 1041 | 110  | 111  | 323   | 496   | 183   | 367  | 35   |
| Future Volume (veh/h)          | 74    | 762  | 101  | 570    | 1041 | 110  | 111  | 323   | 496   | 183   | 367  | 35   |
| Initial Q (Qb), veh            | 0     | 0    | 0    | 0      | 0    | 0    | 0    | 0     | 0     | 0     | 0    | 0    |
| Lane Width Adj.                | 1.00  | 1.00 | 1.00 | 1.00   | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)            | 1.00  |      | 1.00 | 1.00   |      | 1.00 | 1.00 |       | 1.00  | 1.00  |      | 1.00 |
| Parking Bus, Adj               | 1.00  | 1.00 | 1.00 | 1.00   | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 |
| Work Zone On Approach          | No    |      |      | No     |      |      | No   |       |       | No    |      |      |
| Adj Sat Flow, veh/h/ln         | 1870  | 1870 | 1870 | 1870   | 1870 | 1870 | 1870 | 1870  | 1870  | 1870  | 1870 | 1870 |
| Adj Flow Rate, veh/h           | 80    | 828  | 110  | 620    | 1132 | 120  | 121  | 351   | 539   | 199   | 399  | 38   |
| Peak Hour Factor               | 0.92  | 0.92 | 0.92 | 0.92   | 0.92 | 0.92 | 0.92 | 0.92  | 0.92  | 0.92  | 0.92 | 0.92 |
| Percent Heavy Veh, %           | 2     | 2    | 2    | 2      | 2    | 2    | 2    | 2     | 2     | 2     | 2    | 2    |
| Cap, veh/h                     | 267   | 1054 | 139  | 870    | 1561 | 165  | 148  | 474   | 402   | 162   | 440  | 42   |
| Arrive On Green                | 0.05  | 0.08 | 0.08 | 0.25   | 0.33 | 0.33 | 0.08 | 0.25  | 0.25  | 0.09  | 0.26 | 0.26 |
| Sat Flow, veh/h                | 1781  | 4563 | 603  | 3456   | 4688 | 497  | 1781 | 1870  | 1585  | 1781  | 1681 | 160  |
| Grp Volume(v), veh/h           | 80    | 617  | 321  | 620    | 822  | 430  | 121  | 351   | 539   | 199   | 0    | 437  |
| Grp Sat Flow(s),veh/h/ln       | 1781  | 1702 | 1762 | 1728   | 1702 | 1781 | 1781 | 1870  | 1585  | 1781  | 0    | 1842 |
| Q Serve(g_s), s                | 4.8   | 19.6 | 19.7 | 18.0   | 23.3 | 23.4 | 7.4  | 19.0  | 15.4  | 10.0  | 0.0  | 25.3 |
| Cycle Q Clear(g_c), s          | 4.8   | 19.6 | 19.7 | 18.0   | 23.3 | 23.4 | 7.4  | 19.0  | 15.4  | 10.0  | 0.0  | 25.3 |
| Prop In Lane                   | 1.00  |      | 0.34 | 1.00   |      | 0.28 | 1.00 |       | 1.00  | 1.00  |      | 0.09 |
| Lane Grp Cap(c), veh/h         | 267   | 787  | 407  | 870    | 1133 | 593  | 148  | 474   | 402   | 162   | 0    | 481  |
| V/C Ratio(X)                   | 0.30  | 0.78 | 0.79 | 0.71   | 0.73 | 0.73 | 0.82 | 0.74  | 1.34  | 1.23  | 0.00 | 0.91 |
| Avail Cap(c_a), veh/h          | 267   | 836  | 432  | 870    | 1269 | 664  | 162  | 544   | 461   | 162   | 0    | 536  |
| HCM Platoon Ratio              | 0.33  | 0.33 | 0.33 | 1.00   | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 |
| Upstream Filter(I)             | 0.85  | 0.85 | 0.85 | 1.00   | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 0.75  | 0.00 | 0.75 |
| Uniform Delay (d), s/veh       | 46.7  | 48.1 | 48.2 | 37.5   | 32.3 | 32.3 | 49.6 | 37.7  | 12.6  | 50.0  | 0.0  | 39.3 |
| Incr Delay (d2), s/veh         | 0.2   | 6.6  | 12.5 | 2.8    | 4.1  | 7.6  | 24.3 | 5.3   | 169.6 | 136.7 | 0.0  | 15.1 |
| 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(95%),veh/ln       | 8.9   | 14.4 | 15.7 | 12.5   | 15.3 | 16.6 | 7.6  | 14.3  | 37.3  | 16.4  | 0.0  | 18.5 |
| Unsig. Movement Delay, s/veh   |       |      |      |        |      |      |      |       |       |       |      |      |
| LnGrp Delay(d), s/veh          | 46.9  | 54.7 | 60.6 | 40.3   | 36.3 | 39.8 | 73.9 | 43.0  | 182.1 | 186.7 | 0.0  | 54.4 |
| LnGrp LOS                      | D     | D    | E    | D      | D    | D    | E    | D     | F     | F     |      | D    |
| Approach Vol, veh/h            | 1018  |      |      |        |      | 1872 |      | 1011  |       | 636   |      |      |
| Approach Delay, s/veh          | 56.0  |      |      |        |      | 38.4 |      | 120.9 |       | 95.8  |      |      |
| Approach LOS                   | E     |      |      |        |      | D    |      | F     |       | F     |      |      |
| Timer - Assigned Phs           | 1     | 2    | 3    | 4      | 5    | 6    | 7    | 8     |       |       |      |      |
| Phs Duration (G+Y+Rc), s       | 5.0   | 32.9 | 31.7 | 30.4   | 14.1 | 33.8 | 20.5 | 41.6  |       |       |      |      |
| Change Period (Y+Rc), s        | 5.0   | 5.0  | 4.0  | 5.0    | 5.0  | 5.0  | 4.0  | 5.0   |       |       |      |      |
| Max Green Setting (Gmax), s    | 10.0  | 32.0 | 22.0 | 27.0   | 10.0 | 32.0 | 8.0  | 41.0  |       |       |      |      |
| Max Q Clear Time (g_c+1/2C), s | 11.2  | 21.0 | 20.0 | 21.7   | 9.4  | 27.3 | 6.8  | 25.4  |       |       |      |      |
| Green Ext Time (p_c), s        | 0.0   | 4.6  | 0.6  | 3.7    | 0.0  | 1.5  | 0.0  | 11.2  |       |       |      |      |
| Intersection Summary           |       |      |      |        |      |      |      |       |       |       |      |      |
| HCM 7th Control Delay, s/veh   |       |      | 68.8 |        |      |      |      |       |       |       |      |      |
| HCM 7th LOS                    |       |      | E    |        |      |      |      |       |       |       |      |      |

# HCM 7th Signalized Intersection Summary

21: Magnolia Ave & Fullerton Ave

04/17/2026



| Movement                     | EBL   | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL   | SBT  | SBR  |
|------------------------------|-------|------|------|------|------|------|------|------|------|-------|------|------|
| Lane Configurations          | ↰ ↱ ↲ |      |      | ↰ ↱  |      | ↰    | ↰ ↲  |      |      | ↰ ↱   |      |      |
| Traffic Volume (veh/h)       | 71    | 689  | 98   | 185  | 793  | 170  | 56   | 269  | 246  | 100   | 414  | 62   |
| Future Volume (veh/h)        | 71    | 689  | 98   | 185  | 793  | 170  | 56   | 269  | 246  | 100   | 414  | 62   |
| Initial Q (Qb), veh          | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0    | 0    |
| Lane Width Adj.              | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00  |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00  |      | 1.00 |
| Parking Bus, Adj             | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Work Zone On Approach        | No    |      |      | No   |      |      | No   |      |      | No    |      |      |
| Adj Sat Flow, veh/h/ln       | 1870  | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870  | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 77    | 749  | 107  | 201  | 862  | 185  | 61   | 292  | 267  | 109   | 450  | 67   |
| 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, %         | 2     | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2     | 2    | 2    |
| Cap, veh/h                   | 433   | 1142 | 162  | 529  | 1090 | 486  | 79   | 388  | 345  | 113   | 738  | 109  |
| Arrive On Green              | 0.24  | 0.25 | 0.25 | 0.40 | 0.41 | 0.41 | 0.04 | 0.22 | 0.22 | 0.06  | 0.24 | 0.24 |
| Sat Flow, veh/h              | 1781  | 4519 | 640  | 1781 | 3554 | 1585 | 1781 | 1780 | 1583 | 1781  | 3105 | 460  |
| Grp Volume(v), veh/h         | 77    | 563  | 293  | 201  | 862  | 185  | 61   | 292  | 267  | 109   | 256  | 261  |
| Grp Sat Flow(s),veh/h/ln     | 1781  | 1702 | 1755 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781  | 1777 | 1788 |
| Q Serve(g_s), s              | 3.8   | 16.3 | 16.5 | 8.8  | 23.3 | 7.1  | 3.7  | 16.9 | 17.5 | 6.7   | 14.1 | 14.3 |
| Cycle Q Clear(g_c), s        | 3.8   | 16.3 | 16.5 | 8.8  | 23.3 | 7.1  | 3.7  | 16.9 | 17.5 | 6.7   | 14.1 | 14.3 |
| Prop In Lane                 | 1.00  |      | 0.36 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00  |      | 0.26 |
| Lane Grp Cap(c), veh/h       | 433   | 861  | 444  | 529  | 1090 | 486  | 79   | 388  | 346  | 113   | 422  | 425  |
| V/C Ratio(X)                 | 0.18  | 0.65 | 0.66 | 0.38 | 0.79 | 0.38 | 0.77 | 0.75 | 0.77 | 0.96  | 0.61 | 0.61 |
| Avail Cap(c_a), veh/h        | 433   | 1160 | 598  | 529  | 1244 | 555  | 178  | 598  | 533  | 113   | 533  | 536  |
| 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)           | 0.93  | 0.93 | 0.93 | 0.75 | 0.75 | 0.75 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 32.9  | 36.8 | 36.9 | 26.1 | 29.5 | 15.5 | 52.0 | 40.2 | 40.4 | 51.4  | 37.4 | 37.4 |
| Incr Delay (d2), s/veh       | 0.2   | 3.6  | 7.0  | 0.3  | 4.5  | 1.7  | 14.7 | 4.2  | 5.2  | 72.2  | 2.0  | 2.0  |
| 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(95%),veh/ln     | 8.0   | 11.4 | 12.3 | 6.3  | 14.2 | 4.7  | 3.6  | 12.3 | 11.7 | 9.0   | 10.5 | 10.6 |
| Unsig. Movement Delay, s/veh |       |      |      |      |      |      |      |      |      |       |      |      |
| LnGrp Delay(d), s/veh        | 33.1  | 40.4 | 43.9 | 26.4 | 33.9 | 17.2 | 66.7 | 44.4 | 45.7 | 123.5 | 39.4 | 39.5 |
| LnGrp LOS                    | C     | D    | D    | C    | C    | B    | E    | D    | D    | F     | D    | D    |
| Approach Vol, veh/h          | 933   |      |      | 1248 |      |      | 620  |      |      | 626   |      |      |
| Approach Delay, s/veh        | 40.9  |      |      | 30.2 |      |      | 47.1 |      |      | 54.1  |      |      |
| Approach LOS                 | D     |      |      | C    |      |      | D    |      |      | D     |      |      |
| Timer - Assigned Phs         | 1     | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |       |      |      |
| Phs Duration (G+Y+Rc), s     | 1.0   | 29.0 | 36.7 | 33.3 | 8.9  | 31.1 | 30.7 | 39.2 |      |       |      |      |
| Change Period (Y+Rc), s      | 4.0   | 5.0  | 4.0  | 5.5  | 4.0  | 5.0  | 4.0  | 5.5  |      |       |      |      |
| Max Green Setting (Gmax), s  | 7.0   | 37.0 | 10.0 | 37.5 | 11.0 | 33.0 | 9.0  | 38.5 |      |       |      |      |
| Max Q Clear Time (g_c+I1), s | 19.5  | 19.5 | 10.8 | 18.5 | 5.7  | 16.3 | 5.8  | 25.3 |      |       |      |      |
| Green Ext Time (p_c), s      | 0.0   | 4.6  | 0.0  | 9.3  | 0.0  | 3.9  | 0.0  | 8.4  |      |       |      |      |
| Intersection Summary         |       |      |      |      |      |      |      |      |      |       |      |      |
| HCM 7th Control Delay, s/veh | 40.5  |      |      |      |      |      |      |      |      |       |      |      |
| HCM 7th LOS                  | D     |      |      |      |      |      |      |      |      |       |      |      |

# HCM 7th Signalized Intersection Summary

22: Kellog Ave & Magnolia Ave

04/17/2026



| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR  | NBL                                                                               | NBT                                                                               | NBR  | SBL                                                                                 | SBT                                                                                 | SBR  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|
| Lane Configurations          |  |  |  |  |  |      |  |  |      |  |  |      |
| Traffic Volume (veh/h)       | 35                                                                                | 484                                                                               | 25                                                                                | 137                                                                               | 665                                                                               | 62   | 35                                                                                | 161                                                                               | 151  | 60                                                                                  | 187                                                                                 | 30   |
| Future Volume (veh/h)        | 35                                                                                | 484                                                                               | 25                                                                                | 137                                                                               | 665                                                                               | 62   | 35                                                                                | 161                                                                               | 151  | 60                                                                                  | 187                                                                                 | 30   |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                   | 0                                                                                   | 0    |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                                | 1.00                                                                                | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00 | 1.00                                                                              |                                                                                   | 1.00 | 1.00                                                                                |                                                                                     | 1.00 |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                                | 1.00                                                                                | 1.00 |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |      | No                                                                                |                                                                                   |      | No                                                                                  |                                                                                     |      |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870 | 1870                                                                              | 1870                                                                              | 1870 | 1870                                                                                | 1870                                                                                | 1870 |
| Adj Flow Rate, veh/h         | 38                                                                                | 526                                                                               | 27                                                                                | 149                                                                               | 723                                                                               | 67   | 38                                                                                | 175                                                                               | 164  | 65                                                                                  | 203                                                                                 | 33   |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                   | 2                                                                                   | 2    |
| Cap, veh/h                   | 56                                                                                | 1622                                                                              | 724                                                                               | 176                                                                               | 1723                                                                              | 160  | 56                                                                                | 208                                                                               | 195  | 83                                                                                  | 392                                                                                 | 64   |
| Arrive On Green              | 0.03                                                                              | 0.46                                                                              | 0.46                                                                              | 0.20                                                                              | 1.00                                                                              | 1.00 | 0.03                                                                              | 0.23                                                                              | 0.23 | 0.05                                                                                | 0.25                                                                                | 0.25 |
| Sat Flow, veh/h              | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                              | 3288                                                                              | 305  | 1781                                                                              | 888                                                                               | 832  | 1781                                                                                | 1569                                                                                | 255  |
| Grp Volume(v), veh/h         | 38                                                                                | 526                                                                               | 27                                                                                | 149                                                                               | 391                                                                               | 399  | 38                                                                                | 0                                                                                 | 339  | 65                                                                                  | 0                                                                                   | 236  |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1816 | 1781                                                                              | 0                                                                                 | 1721 | 1781                                                                                | 0                                                                                   | 1824 |
| Q Serve(g_s), s              | 2.3                                                                               | 10.4                                                                              | 1.0                                                                               | 8.9                                                                               | 0.0                                                                               | 0.0  | 2.3                                                                               | 0.0                                                                               | 20.7 | 4.0                                                                                 | 0.0                                                                                 | 12.3 |
| Cycle Q Clear(g_c), s        | 2.3                                                                               | 10.4                                                                              | 1.0                                                                               | 8.9                                                                               | 0.0                                                                               | 0.0  | 2.3                                                                               | 0.0                                                                               | 20.7 | 4.0                                                                                 | 0.0                                                                                 | 12.3 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.17 | 1.00                                                                              |                                                                                   | 0.48 | 1.00                                                                                |                                                                                     | 0.14 |
| Lane Grp Cap(c), veh/h       | 56                                                                                | 1622                                                                              | 724                                                                               | 176                                                                               | 931                                                                               | 951  | 56                                                                                | 0                                                                                 | 403  | 83                                                                                  | 0                                                                                   | 456  |
| V/C Ratio(X)                 | 0.68                                                                              | 0.32                                                                              | 0.04                                                                              | 0.85                                                                              | 0.42                                                                              | 0.42 | 0.68                                                                              | 0.00                                                                              | 0.84 | 0.78                                                                                | 0.00                                                                                | 0.52 |
| Avail Cap(c_a), veh/h        | 146                                                                               | 1622                                                                              | 724                                                                               | 227                                                                               | 931                                                                               | 951  | 97                                                                                | 0                                                                                 | 735  | 97                                                                                  | 0                                                                                   | 780  |
| 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                                                                              | 0.85                                                                              | 0.85                                                                              | 0.85 | 1.00                                                                              | 0.00                                                                              | 1.00 | 1.00                                                                                | 0.00                                                                                | 1.00 |
| Uniform Delay (d), s/veh     | 52.7                                                                              | 19.1                                                                              | 16.5                                                                              | 43.3                                                                              | 0.0                                                                               | 0.0  | 52.7                                                                              | 0.0                                                                               | 40.2 | 51.9                                                                                | 0.0                                                                                 | 35.5 |
| Incr Delay (d2), s/veh       | 13.8                                                                              | 0.5                                                                               | 0.1                                                                               | 17.8                                                                              | 1.2                                                                               | 1.2  | 13.8                                                                              | 0.0                                                                               | 6.7  | 28.5                                                                                | 0.0                                                                                 | 1.3  |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0  | 0.0                                                                               | 0.0                                                                               | 0.0  | 0.0                                                                                 | 0.0                                                                                 | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 2.2                                                                               | 7.8                                                                               | 0.7                                                                               | 7.6                                                                               | 0.6                                                                               | 0.6  | 2.2                                                                               | 0.0                                                                               | 14.4 | 4.4                                                                                 | 0.0                                                                                 | 9.5  |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                     |                                                                                     |      |
| LnGrp Delay(d), s/veh        | 66.5                                                                              | 19.6                                                                              | 16.6                                                                              | 61.1                                                                              | 1.2                                                                               | 1.2  | 66.5                                                                              | 0.0                                                                               | 46.8 | 80.3                                                                                | 0.0                                                                                 | 36.8 |
| LnGrp LOS                    | E                                                                                 | B                                                                                 | B                                                                                 | E                                                                                 | A                                                                                 | A    | E                                                                                 |                                                                                   | D    | F                                                                                   |                                                                                     | D    |
| Approach Vol, veh/h          | 591                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 939  |                                                                                   | 377                                                                               |      | 301                                                                                 |                                                                                     |      |
| Approach Delay, s/veh        | 22.5                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 10.7 |                                                                                   | 48.8                                                                              |      | 46.2                                                                                |                                                                                     |      |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | B    |                                                                                   | D                                                                                 |      | D                                                                                   |                                                                                     |      |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6    | 7                                                                                 | 8                                                                                 |      |                                                                                     |                                                                                     |      |
| Phs Duration (G+Y+Rc), s     | 14.9                                                                              | 55.2                                                                              | 7.4                                                                               | 32.5                                                                              | 7.4                                                                               | 62.6 | 9.2                                                                               | 30.8                                                                              |      |                                                                                     |                                                                                     |      |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0  | 4.0                                                                               | 5.0                                                                               |      |                                                                                     |                                                                                     |      |
| Max Green Setting (Gmax), s  | 14.9                                                                              | 25.0                                                                              | 6.0                                                                               | 47.0                                                                              | 9.0                                                                               | 30.0 | 6.0                                                                               | 47.0                                                                              |      |                                                                                     |                                                                                     |      |
| Max Q Clear Time (g_c+10), s | 11.0                                                                              | 12.4                                                                              | 4.3                                                                               | 14.3                                                                              | 4.3                                                                               | 2.0  | 6.0                                                                               | 22.7                                                                              |      |                                                                                     |                                                                                     |      |
| Green Ext Time (p_c), s      | 0.1                                                                               | 4.7                                                                               | 0.0                                                                               | 2.1                                                                               | 0.0                                                                               | 10.5 | 0.0                                                                               | 3.1                                                                               |      |                                                                                     |                                                                                     |      |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                     |                                                                                     |      |
| HCM 7th Control Delay, s/veh |                                                                                   |                                                                                   | 25.2                                                                              |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                     |                                                                                     |      |
| HCM 7th LOS                  |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                     |                                                                                     |      |



# HCM 7th Signalized Intersection Summary

23: Magnolia Ave & Ontario Ave

04/17/2026

|                                                                                                               |  |  |  |  |  |  |  |  |  |  |  |  |
|---------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                                                                                      | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations                                                                                           |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)                                                                                        | 320                                                                               | 957                                                                               | 87                                                                                | 192                                                                               | 718                                                                               | 55                                                                                | 60                                                                                | 267                                                                               | 119                                                                               | 60                                                                                  | 446                                                                                 | 242                                                                                 |
| Future Volume (veh/h)                                                                                         | 320                                                                               | 957                                                                               | 87                                                                                | 192                                                                               | 718                                                                               | 55                                                                                | 60                                                                                | 267                                                                               | 119                                                                               | 60                                                                                  | 446                                                                                 | 242                                                                                 |
| Initial Q (Qb), veh                                                                                           | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.                                                                                               | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)                                                                                           | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj                                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                                                                                         | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln                                                                                        | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h                                                                                          | 348                                                                               | 1040                                                                              | 0                                                                                 | 209                                                                               | 780                                                                               | 0                                                                                 | 65                                                                                | 290                                                                               | 129                                                                               | 65                                                                                  | 485                                                                                 | 263                                                                                 |
| 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, %                                                                                          | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                                                                                                    | 413                                                                               | 2255                                                                              |                                                                                   | 272                                                                               | 2048                                                                              |                                                                                   | 84                                                                                | 810                                                                               | 361                                                                               | 84                                                                                  | 810                                                                                 | 361                                                                                 |
| Arrive On Green                                                                                               | 0.12                                                                              | 0.44                                                                              | 0.00                                                                              | 0.08                                                                              | 0.40                                                                              | 0.00                                                                              | 0.05                                                                              | 0.23                                                                              | 0.23                                                                              | 0.05                                                                                | 0.23                                                                                | 0.23                                                                                |
| Sat Flow, veh/h                                                                                               | 3456                                                                              | 5106                                                                              | 1585                                                                              | 3456                                                                              | 5274                                                                              | 0                                                                                 | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                                | 3554                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h                                                                                          | 348                                                                               | 1040                                                                              | 0                                                                                 | 209                                                                               | 780                                                                               | 0                                                                                 | 65                                                                                | 290                                                                               | 129                                                                               | 65                                                                                  | 485                                                                                 | 263                                                                                 |
| Grp Sat Flow(s),veh/h/ln                                                                                      | 1728                                                                              | 1702                                                                              | 1585                                                                              | 1728                                                                              | 1702                                                                              | 0                                                                                 | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                                | 1777                                                                                | 1585                                                                                |
| Q Serve(g_s), s                                                                                               | 10.8                                                                              | 15.7                                                                              | 0.0                                                                               | 6.5                                                                               | 11.9                                                                              | 0.0                                                                               | 4.0                                                                               | 7.5                                                                               | 7.5                                                                               | 4.0                                                                                 | 13.4                                                                                | 16.9                                                                                |
| Cycle Q Clear(g_c), s                                                                                         | 10.8                                                                              | 15.7                                                                              | 0.0                                                                               | 6.5                                                                               | 11.9                                                                              | 0.0                                                                               | 4.0                                                                               | 7.5                                                                               | 7.5                                                                               | 4.0                                                                                 | 13.4                                                                                | 16.9                                                                                |
| Prop In Lane                                                                                                  | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h                                                                                        | 413                                                                               | 2255                                                                              |                                                                                   | 272                                                                               | 2048                                                                              |                                                                                   | 84                                                                                | 810                                                                               | 361                                                                               | 84                                                                                  | 810                                                                                 | 361                                                                                 |
| V/C Ratio(X)                                                                                                  | 0.84                                                                              | 0.46                                                                              |                                                                                   | 0.77                                                                              | 0.38                                                                              |                                                                                   | 0.78                                                                              | 0.36                                                                              | 0.36                                                                              | 0.78                                                                                | 0.60                                                                                | 0.73                                                                                |
| Avail Cap(c_a), veh/h                                                                                         | 471                                                                               | 2255                                                                              |                                                                                   | 346                                                                               | 2048                                                                              |                                                                                   | 113                                                                               | 1066                                                                              | 476                                                                               | 113                                                                                 | 1066                                                                                | 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                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh                                                                                      | 47.4                                                                              | 21.5                                                                              | 0.0                                                                               | 49.7                                                                              | 23.3                                                                              | 0.0                                                                               | 51.9                                                                              | 35.7                                                                              | 35.7                                                                              | 51.9                                                                                | 38.0                                                                                | 39.3                                                                                |
| Incr Delay (d2), s/veh                                                                                        | 11.9                                                                              | 0.7                                                                               | 0.0                                                                               | 7.7                                                                               | 0.5                                                                               | 0.0                                                                               | 20.7                                                                              | 0.4                                                                               | 0.8                                                                               | 20.7                                                                                | 1.5                                                                                 | 6.6                                                                                 |
| Initial Q Delay(d3), s/veh                                                                                    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln                                                                                      | 0.1                                                                               | 10.4                                                                              | 0.0                                                                               | 5.6                                                                               | 8.4                                                                               | 0.0                                                                               | 4.0                                                                               | 6.0                                                                               | 5.4                                                                               | 4.0                                                                                 | 10.0                                                                                | 11.6                                                                                |
| Unsig. Movement Delay, s/veh                                                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                                                                                         | 59.3                                                                              | 22.2                                                                              | 0.0                                                                               | 57.4                                                                              | 23.8                                                                              | 0.0                                                                               | 72.6                                                                              | 36.1                                                                              | 36.5                                                                              | 72.6                                                                                | 39.5                                                                                | 45.9                                                                                |
| LnGrp LOS                                                                                                     | E                                                                                 | C                                                                                 |                                                                                   | E                                                                                 | C                                                                                 |                                                                                   | E                                                                                 | D                                                                                 | D                                                                                 | E                                                                                   | D                                                                                   | D                                                                                   |
| Approach Vol, veh/h                                                                                           | 1388                                                                              |                                                                                   |                                                                                   | 989                                                                               |                                                                                   |                                                                                   | 484                                                                               |                                                                                   |                                                                                   | 813                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh                                                                                         | 31.5                                                                              |                                                                                   |                                                                                   | 30.9                                                                              |                                                                                   |                                                                                   | 41.1                                                                              |                                                                                   |                                                                                   | 44.2                                                                                |                                                                                     |                                                                                     |
| Approach LOS                                                                                                  | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs                                                                                          | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                 | 8                                                                                 |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                                                                                      | 31.7                                                                              | 55.1                                                                              | 10.2                                                                              | 31.1                                                                              | 18.1                                                                              | 50.6                                                                              | 10.2                                                                              | 31.1                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                                                                                       | 5.0                                                                               | 6.5                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.5                                                                               | 5.0                                                                               | 6.0                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s                                                                                   | 1.0                                                                               | 36.5                                                                              | 7.0                                                                               | 33.0                                                                              | 15.0                                                                              | 32.5                                                                              | 7.0                                                                               | 33.0                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I), s                                                                                   | 10.5                                                                              | 17.7                                                                              | 6.0                                                                               | 18.9                                                                              | 12.8                                                                              | 13.9                                                                              | 6.0                                                                               | 9.5                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                                                                                       | 0.2                                                                               | 11.3                                                                              | 0.0                                                                               | 6.2                                                                               | 0.3                                                                               | 8.6                                                                               | 0.0                                                                               | 3.3                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                                                                                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh                                                                                  | 35.4                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Notes                                                                                                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |

8. FP PM Future with Project - PM 5:00 pm 04/17/2026  
GTC

Synchro 12 Report  
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# HCM 7th Signalized Intersection Summary

1: E Grand Blvd/Grand Blvd & 3rd Street

04/17/2026

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |  |
| Traffic Volume (veh/h)       | 14                                                                                | 51                                                                                | 64                                                                                | 4                                                                                 | 46                                                                                | 15                                                                                | 54                                                                                  | 674                                                                                 | 10                                                                                  | 24                                                                                  | 489                                                                                 | 13                                                                                  |
| Future Volume (veh/h)        | 14                                                                                | 51                                                                                | 64                                                                                | 4                                                                                 | 46                                                                                | 15                                                                                | 54                                                                                  | 674                                                                                 | 10                                                                                  | 24                                                                                  | 489                                                                                 | 13                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 15                                                                                | 55                                                                                | 70                                                                                | 4                                                                                 | 50                                                                                | 16                                                                                | 59                                                                                  | 733                                                                                 | 11                                                                                  | 26                                                                                  | 532                                                                                 | 14                                                                                  |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 342                                                                               | 96                                                                                | 122                                                                               | 290                                                                               | 174                                                                               | 56                                                                                | 112                                                                                 | 1511                                                                                | 23                                                                                  | 57                                                                                  | 1382                                                                                | 36                                                                                  |
| Arrive On Green              | 0.13                                                                              | 0.13                                                                              | 0.13                                                                              | 0.13                                                                              | 0.13                                                                              | 0.13                                                                              | 0.06                                                                                | 0.42                                                                                | 0.42                                                                                | 0.03                                                                                | 0.39                                                                                | 0.39                                                                                |
| Sat Flow, veh/h              | 1335                                                                              | 748                                                                               | 951                                                                               | 1266                                                                              | 1358                                                                              | 434                                                                               | 1781                                                                                | 3584                                                                                | 54                                                                                  | 1781                                                                                | 3537                                                                                | 93                                                                                  |
| Grp Volume(v), veh/h         | 15                                                                                | 0                                                                                 | 125                                                                               | 4                                                                                 | 0                                                                                 | 66                                                                                | 59                                                                                  | 363                                                                                 | 381                                                                                 | 26                                                                                  | 267                                                                                 | 279                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1335                                                                              | 0                                                                                 | 1699                                                                              | 1266                                                                              | 0                                                                                 | 1792                                                                              | 1781                                                                                | 1777                                                                                | 1861                                                                                | 1781                                                                                | 1777                                                                                | 1854                                                                                |
| Q Serve(g_s), s              | 0.3                                                                               | 0.0                                                                               | 2.3                                                                               | 0.1                                                                               | 0.0                                                                               | 1.1                                                                               | 1.1                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 0.5                                                                                 | 3.6                                                                                 | 3.6                                                                                 |
| Cycle Q Clear(g_c), s        | 1.5                                                                               | 0.0                                                                               | 2.3                                                                               | 2.4                                                                               | 0.0                                                                               | 1.1                                                                               | 1.1                                                                                 | 5.0                                                                                 | 5.0                                                                                 | 0.5                                                                                 | 3.6                                                                                 | 3.6                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.56                                                                              | 1.00                                                                              |                                                                                   | 0.24                                                                              | 1.00                                                                                |                                                                                     | 0.03                                                                                | 1.00                                                                                |                                                                                     | 0.05                                                                                |
| Lane Grp Cap(c), veh/h       | 342                                                                               | 0                                                                                 | 218                                                                               | 290                                                                               | 0                                                                                 | 230                                                                               | 112                                                                                 | 749                                                                                 | 784                                                                                 | 57                                                                                  | 694                                                                                 | 724                                                                                 |
| V/C Ratio(X)                 | 0.04                                                                              | 0.00                                                                              | 0.57                                                                              | 0.01                                                                              | 0.00                                                                              | 0.29                                                                              | 0.53                                                                                | 0.49                                                                                | 0.49                                                                                | 0.46                                                                                | 0.38                                                                                | 0.39                                                                                |
| Avail Cap(c_a), veh/h        | 968                                                                               | 0                                                                                 | 1015                                                                              | 1224                                                                              | 0                                                                                 | 1552                                                                              | 798                                                                                 | 1751                                                                                | 1834                                                                                | 798                                                                                 | 1592                                                                                | 1661                                                                                |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 13.9                                                                              | 0.0                                                                               | 13.7                                                                              | 14.9                                                                              | 0.0                                                                               | 13.2                                                                              | 15.2                                                                                | 7.0                                                                                 | 7.0                                                                                 | 15.9                                                                                | 7.3                                                                                 | 7.3                                                                                 |
| Incr Delay (d2), s/veh       | 0.1                                                                               | 0.0                                                                               | 2.4                                                                               | 0.0                                                                               | 0.0                                                                               | 0.7                                                                               | 1.4                                                                                 | 0.7                                                                                 | 0.7                                                                                 | 2.1                                                                                 | 0.5                                                                                 | 0.5                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 0.2                                                                               | 0.0                                                                               | 1.5                                                                               | 0.0                                                                               | 0.0                                                                               | 0.7                                                                               | 0.7                                                                                 | 2.3                                                                                 | 2.4                                                                                 | 0.4                                                                                 | 1.7                                                                                 | 1.8                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 13.9                                                                              | 0.0                                                                               | 16.1                                                                              | 14.9                                                                              | 0.0                                                                               | 13.9                                                                              | 16.6                                                                                | 7.7                                                                                 | 7.7                                                                                 | 18.0                                                                                | 7.8                                                                                 | 7.8                                                                                 |
| LnGrp LOS                    | B                                                                                 |                                                                                   | B                                                                                 | B                                                                                 |                                                                                   | B                                                                                 | B                                                                                   | A                                                                                   | A                                                                                   | B                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          | 140                                                                               |                                                                                   |                                                                                   | 70                                                                                |                                                                                   |                                                                                   | 803                                                                                 |                                                                                     |                                                                                     | 572                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 15.9                                                                              |                                                                                   |                                                                                   | 13.9                                                                              |                                                                                   |                                                                                   | 8.4                                                                                 |                                                                                     |                                                                                     | 8.3                                                                                 |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 5.1                                                                               | 19.1                                                                              |                                                                                   | 9.3                                                                               | 6.1                                                                               | 18.1                                                                              |                                                                                     | 9.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               |                                                                                     | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 15.0                                                                              | 33.0                                                                              |                                                                                   | 20.0                                                                              | 15.0                                                                              | 30.0                                                                              |                                                                                     | 29.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 2.5                                                                               | 7.0                                                                               |                                                                                   | 4.3                                                                               | 3.1                                                                               | 5.6                                                                               |                                                                                     | 4.4                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 7.1                                                                               |                                                                                   | 0.6                                                                               | 0.0                                                                               | 4.8                                                                               |                                                                                     | 0.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh |                                                                                   |                                                                                   |                                                                                   | 9.2                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  |                                                                                   |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

| Intersection             |                                                                                   |      |                                                                                   |      |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 2                                                                                 |      |                                                                                   |      |                                                                                   |                                                                                   |
| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL                                                                               | SBT                                                                               |
| Lane Configurations      |  |      |  |      |  |  |
| Traffic Vol, veh/h       | 5                                                                                 | 128  | 632                                                                               | 13   | 100                                                                               | 456                                                                               |
| Future Vol, veh/h        | 5                                                                                 | 128  | 632                                                                               | 13   | 100                                                                               | 456                                                                               |
| 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                                                                                 | -    | -                                                                                 | -    | 50                                                                                | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | 0                                                                                 | -    | -                                                                                 | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -    | 0                                                                                 | -    | -                                                                                 | 0                                                                                 |
| Peak Hour Factor         | 92                                                                                | 92   | 92                                                                                | 92   | 92                                                                                | 92                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 5                                                                                 | 139  | 687                                                                               | 14   | 109                                                                               | 496                                                                               |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 1159   | 351    | 0      |
| Stage 1              | 694    | -      | -      |
| Stage 2              | 465    | -      | -      |
| Critical Hdwy        | 6.84   | 6.94   | -      |
| Critical Hdwy Stg 1  | 5.84   | -      | -      |
| Critical Hdwy Stg 2  | 5.84   | -      | -      |
| Follow-up Hdwy       | 3.52   | 3.32   | -      |
| Pot Cap-1 Maneuver   | 189    | 646    | -      |
| Stage 1              | 457    | -      | -      |
| Stage 2              | 598    | -      | -      |
| Platoon blocked, %   |        | -      | -      |
| Mov Cap-1 Maneuver   | 166    | 646    | -      |
| Mov Cap-2 Maneuver   | 298    | -      | -      |
| Stage 1              | 457    | -      | -      |
| Stage 2              | 526    | -      | -      |

| Approach          | WB    | NB | SB   |
|-------------------|-------|----|------|
| HCM Ctrl Dly, s/v | 12.59 | 0  | 1.73 |
| HCM LOS           | B     |    |      |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT   |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h)      | -   | -        | 619   | 892   |
| HCM Lane V/C Ratio    | -   | -        | 0.234 | 0.122 |
| HCM Ctrl Dly (s/v)    | -   | -        | 12.6  | 9.6   |
| HCM Lane LOS          | -   | -        | B     | A     |
| HCM 95th %tile Q(veh) | -   | -        | 0.9   | 0.4   |

**Intersection**

Int Delay, s/veh 1.1

| Movement                 | EBT                                                                               | EBR  | WBL  | WBT                                                                               | NBL                                                                               | NBR  |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 108                                                                               | 25   | 7    | 89                                                                                | 20                                                                                | 2    |
| Future Vol, veh/h        | 108                                                                               | 25   | 7    | 89                                                                                | 20                                                                                | 2    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Free                                                                              | Free | Free | Free                                                                              | Stop                                                                              | Stop |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | -                                                                                 | -    | -    | -                                                                                 | 0                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92   | 92   | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2    | 2                                                                                 | 2                                                                                 | 2    |
| Mvmt Flow                | 117                                                                               | 27   | 8    | 97                                                                                | 22                                                                                | 2    |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 145    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | 4.12   |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | 2.218  |
| Pot Cap-1 Maneuver   | -      | -      | 1438   |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 1438   |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach          | EB | WB   | NB   |
|-------------------|----|------|------|
| HCM Ctrl Dly, s/v | 0  | 0.55 | 9.93 |
| HCM LOS           |    |      | A    |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 754   | -   | -   | 131   | -   |
| HCM Lane V/C Ratio    | 0.032 | -   | -   | 0.005 | -   |
| HCM Ctrl Dly (s/v)    | 9.9   | -   | -   | 7.5   | 0   |
| HCM Lane LOS          | A     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | 0     | -   |

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 0.9    |                                                                                   |                                                                                   |        |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |        |  |       |
| Traffic Vol, veh/h       | 5      | 89                                                                                | 107                                                                               | 19     | 11                                                                                | 8     |
| Future Vol, veh/h        | 5      | 89                                                                                | 107                                                                               | 19     | 11                                                                                | 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         | 92     | 92                                                                                | 92                                                                                | 92     | 92                                                                                | 92    |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2                                                                                 | 2      | 2                                                                                 | 2     |
| Mvmt Flow                | 5      | 97                                                                                | 116                                                                               | 21     | 12                                                                                | 9     |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |       |
| Conflicting Flow All     | 137    | 0                                                                                 | -                                                                                 | 0      | 234                                                                               | 127   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 127                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 108                                                                               | -     |
| Critical Hdwy            | 4.12   | -                                                                                 | -                                                                                 | -      | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.42                                                                              | -     |
| Follow-up Hdwy           | 2.218  | -                                                                                 | -                                                                                 | -      | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | 1447   | -                                                                                 | -                                                                                 | -      | 754                                                                               | 924   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 899                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 917                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |       |
| Mov Cap-1 Maneuver       | 1447   | -                                                                                 | -                                                                                 | -      | 751                                                                               | 924   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 751                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 896                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 917                                                                               | -     |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |       |
| HCM Ctrl Dly, s/v        | 0.4    | 0                                                                                 |                                                                                   | 9.53   |                                                                                   |       |
| HCM LOS                  |        |                                                                                   |                                                                                   | A      |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |
| Capacity (veh/h)         | 96     | -                                                                                 | -                                                                                 | -      | 815                                                                               |       |
| HCM Lane V/C Ratio       | 0.004  | -                                                                                 | -                                                                                 | -      | 0.025                                                                             |       |
| HCM Ctrl Dly (s/v)       | 7.5    | 0                                                                                 | -                                                                                 | -      | 9.5                                                                               |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | A                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -      | 0.1                                                                               |       |

| Intersection             |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|--------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 4.7                                                                               |      |        |                                                                                   |                                                                                   |       |
| Movement                 | EBT                                                                               | EBR  | WBL    | WBT                                                                               | NBL                                                                               | NBR   |
| Lane Configurations      |  |      |        |  |  |       |
| Traffic Vol, veh/h       | 2                                                                                 | 110  | 1      | 4                                                                                 | 113                                                                               | 0     |
| Future Vol, veh/h        | 2                                                                                 | 110  | 1      | 4                                                                                 | 113                                                                               | 0     |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0      | 0                                                                                 | 0                                                                                 | 0     |
| Sign Control             | Free                                                                              | Free | Free   | Free                                                                              | Stop                                                                              | Stop  |
| RT Channelized           | -                                                                                 | None | -      | None                                                                              | -                                                                                 | None  |
| Storage Length           | -                                                                                 | -    | -      | -                                                                                 | 0                                                                                 | -     |
| Veh in Median Storage, # | 0                                                                                 | -    | -      | 0                                                                                 | 0                                                                                 | -     |
| Grade, %                 | 0                                                                                 | -    | -      | 0                                                                                 | 0                                                                                 | -     |
| Peak Hour Factor         | 92                                                                                | 92   | 92     | 92                                                                                | 92                                                                                | 92    |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2      | 2                                                                                 | 2                                                                                 | 2     |
| Mvmt Flow                | 2                                                                                 | 120  | 1      | 4                                                                                 | 123                                                                               | 0     |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Major/Minor              | Major1                                                                            |      | Major2 |                                                                                   | Minor1                                                                            |       |
| Conflicting Flow All     | 0                                                                                 | 0    | 122    | 0                                                                                 | 68                                                                                | 62    |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 62                                                                                | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 7                                                                                 | -     |
| Critical Hdwy            | -                                                                                 | -    | 4.12   | -                                                                                 | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -                                                                                 | -    | -      | -                                                                                 | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -                                                                                 | -    | -      | -                                                                                 | 5.42                                                                              | -     |
| Follow-up Hdwy           | -                                                                                 | -    | 2.218  | -                                                                                 | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | -                                                                                 | -    | 1466   | -                                                                                 | 936                                                                               | 1003  |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 961                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 1017                                                                              | -     |
| Platoon blocked, %       | -                                                                                 | -    |        | -                                                                                 |                                                                                   |       |
| Mov Cap-1 Maneuver       | -                                                                                 | -    | 1466   | -                                                                                 | 936                                                                               | 1003  |
| Mov Cap-2 Maneuver       | -                                                                                 | -    | -      | -                                                                                 | 936                                                                               | -     |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 961                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 1016                                                                              | -     |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Approach                 | EB                                                                                |      | WB     |                                                                                   | NB                                                                                |       |
| HCM Ctrl Dly, s/v        | 0                                                                                 |      | 1.49   |                                                                                   | 9.43                                                                              |       |
| HCM LOS                  | A                                                                                 |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT  | EBR    | WBL                                                                               | WBT                                                                               |       |
| Capacity (veh/h)         | 936                                                                               | -    | -      | 360                                                                               | -                                                                                 |       |
| HCM Lane V/C Ratio       | 0.131                                                                             | -    | -      | 0.001                                                                             | -                                                                                 |       |
| HCM Ctrl Dly (s/v)       | 9.4                                                                               | -    | -      | 7.5                                                                               | 0                                                                                 |       |
| HCM Lane LOS             | A                                                                                 | -    | -      | A                                                                                 | A                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.5                                                                               | -    | -      | 0                                                                                 | -                                                                                 |       |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.1  |      |      |      |      |      |
| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations      |      | ↗    | ↗↗   |      |      | ↗↗   |
| Traffic Vol, veh/h       | 0    | 6    | 634  | 40   | 3    | 470  |
| Future Vol, veh/h        | 0    | 6    | 634  | 40   | 3    | 470  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | 0    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | 0    | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0    | 7    | 689  | 43   | 3    | 511  |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | -      | 366    | 0      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | 6.94   | -      |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | 3.32   | -      |
| Pot Cap-1 Maneuver   | 0      | 631    | -      |
| Stage 1              | 0      | -      | -      |
| Stage 2              | 0      | -      | -      |
| Platoon blocked, %   |        | -      | -      |
| Mov Cap-1 Maneuver   | -      | 631    | -      |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach          | WB    | NB | SB   |
|-------------------|-------|----|------|
| HCM Ctrl Dly, s/v | 10.77 | 0  | 0.06 |
| HCM LOS           | B     |    |      |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL  | SBT   |
|-----------------------|-----|----------|------|-------|
| Capacity (veh/h)      | -   | -        | 631  | 868   |
| HCM Lane V/C Ratio    | -   | -        | 0.01 | 0.004 |
| HCM Ctrl Dly (s/v)    | -   | -        | 10.8 | 9.2   |
| HCM Lane LOS          | -   | -        | B    | A     |
| HCM 95th %tile Q(veh) | -   | -        | 0    | 0     |

# HCM 7th Signalized Intersection Summary

7: E Grand Blvd & 6th St

04/17/2026

|                                                                    |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                                           | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations                                                |  |  |  |  |  |  |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)                                             | 59                                                                                | 404                                                                               | 76                                                                                | 98                                                                                | 401                                                                               | 329                                                                               | 100                                                                                 | 263                                                                                 | 70                                                                                  | 177                                                                                 | 243                                                                                 | 39                                                                                  |
| Future Volume (veh/h)                                              | 59                                                                                | 404                                                                               | 76                                                                                | 98                                                                                | 401                                                                               | 329                                                                               | 100                                                                                 | 263                                                                                 | 70                                                                                  | 177                                                                                 | 243                                                                                 | 39                                                                                  |
| Initial Q (Qb), veh                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.                                                    | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)                                                | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                                              | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln                                             | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h                                               | 64                                                                                | 439                                                                               | 83                                                                                | 107                                                                               | 436                                                                               | 358                                                                               | 109                                                                                 | 286                                                                                 | 76                                                                                  | 192                                                                                 | 264                                                                                 | 42                                                                                  |
| 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, %                                               | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                                                         | 82                                                                                | 878                                                                               | 744                                                                               | 133                                                                               | 931                                                                               | 789                                                                               | 137                                                                                 | 418                                                                                 | 109                                                                                 | 225                                                                                 | 614                                                                                 | 96                                                                                  |
| Arrive On Green                                                    | 0.09                                                                              | 0.94                                                                              | 0.94                                                                              | 0.12                                                                              | 0.83                                                                              | 0.83                                                                              | 0.08                                                                                | 0.15                                                                                | 0.15                                                                                | 0.13                                                                                | 0.20                                                                                | 0.20                                                                                |
| Sat Flow, veh/h                                                    | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                                | 2788                                                                                | 728                                                                                 | 1781                                                                                | 3077                                                                                | 483                                                                                 |
| Grp Volume(v), veh/h                                               | 64                                                                                | 439                                                                               | 83                                                                                | 107                                                                               | 436                                                                               | 358                                                                               | 109                                                                                 | 180                                                                                 | 182                                                                                 | 192                                                                                 | 151                                                                                 | 155                                                                                 |
| Grp Sat Flow(s),veh/h/ln                                           | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                                | 1777                                                                                | 1739                                                                                | 1781                                                                                | 1777                                                                                | 1783                                                                                |
| Q Serve(g_s), s                                                    | 3.5                                                                               | 2.7                                                                               | 0.4                                                                               | 5.8                                                                               | 6.4                                                                               | 6.1                                                                               | 6.0                                                                                 | 9.6                                                                                 | 9.9                                                                                 | 10.6                                                                                | 7.4                                                                                 | 7.6                                                                                 |
| Cycle Q Clear(g_c), s                                              | 3.5                                                                               | 2.7                                                                               | 0.4                                                                               | 5.8                                                                               | 6.4                                                                               | 6.1                                                                               | 6.0                                                                                 | 9.6                                                                                 | 9.9                                                                                 | 10.6                                                                                | 7.4                                                                                 | 7.6                                                                                 |
| Prop In Lane                                                       | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.42                                                                                | 1.00                                                                                |                                                                                     | 0.27                                                                                |
| Lane Grp Cap(c), veh/h                                             | 82                                                                                | 878                                                                               | 744                                                                               | 133                                                                               | 931                                                                               | 789                                                                               | 137                                                                                 | 267                                                                                 | 261                                                                                 | 225                                                                                 | 354                                                                                 | 356                                                                                 |
| V/C Ratio(X)                                                       | 0.78                                                                              | 0.50                                                                              | 0.11                                                                              | 0.81                                                                              | 0.47                                                                              | 0.45                                                                              | 0.80                                                                                | 0.68                                                                                | 0.70                                                                                | 0.85                                                                                | 0.43                                                                                | 0.44                                                                                |
| Avail Cap(c_a), veh/h                                              | 160                                                                               | 878                                                                               | 744                                                                               | 160                                                                               | 931                                                                               | 789                                                                               | 232                                                                                 | 320                                                                                 | 313                                                                                 | 321                                                                                 | 409                                                                                 | 410                                                                                 |
| HCM Platoon Ratio                                                  | 2.00                                                                              | 2.00                                                                              | 2.00                                                                              | 1.67                                                                              | 1.67                                                                              | 1.67                                                                              | 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                                                                              | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh                                           | 44.9                                                                              | 1.7                                                                               | 1.6                                                                               | 43.1                                                                              | 4.8                                                                               | 4.7                                                                               | 45.4                                                                                | 40.2                                                                                | 40.3                                                                                | 42.8                                                                                | 35.0                                                                                | 35.1                                                                                |
| Incr Delay (d2), s/veh                                             | 4.4                                                                               | 1.5                                                                               | 0.2                                                                               | 18.1                                                                              | 1.7                                                                               | 1.9                                                                               | 3.9                                                                                 | 7.0                                                                                 | 8.0                                                                                 | 10.6                                                                                | 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(95%),veh/ln                                           | 2.9                                                                               | 1.8                                                                               | 0.3                                                                               | 5.6                                                                               | 3.9                                                                               | 3.3                                                                               | 5.0                                                                                 | 8.2                                                                                 | 8.3                                                                                 | 9.0                                                                                 | 6.1                                                                                 | 6.2                                                                                 |
| Unsig. Movement Delay, s/veh                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                                              | 49.3                                                                              | 3.2                                                                               | 1.9                                                                               | 61.1                                                                              | 6.5                                                                               | 6.6                                                                               | 49.3                                                                                | 47.2                                                                                | 48.4                                                                                | 53.4                                                                                | 36.8                                                                                | 36.9                                                                                |
| LnGrp LOS                                                          | D                                                                                 | A                                                                                 | A                                                                                 | E                                                                                 | A                                                                                 | A                                                                                 | D                                                                                   | D                                                                                   | D                                                                                   | D                                                                                   | D                                                                                   | D                                                                                   |
| Approach Vol, veh/h                                                | 586                                                                               |                                                                                   |                                                                                   | 901                                                                               |                                                                                   |                                                                                   | 471                                                                                 |                                                                                     |                                                                                     | 498                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh                                              | 8.0                                                                               |                                                                                   |                                                                                   | 13.0                                                                              |                                                                                   |                                                                                   | 48.1                                                                                |                                                                                     |                                                                                     | 43.2                                                                                |                                                                                     |                                                                                     |
| Approach LOS                                                       | A                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | D                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs                                               | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                                           | 11.5                                                                              | 51.9                                                                              | 11.7                                                                              | 24.9                                                                              | 8.6                                                                               | 54.8                                                                              | 16.6                                                                                | 20.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                                            | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s                                        | 9.0                                                                               | 37.0                                                                              | 13.0                                                                              | 23.0                                                                              | 9.0                                                                               | 37.0                                                                              | 18.0                                                                                | 18.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s                                       | 7.8                                                                               | 4.7                                                                               | 8.0                                                                               | 9.6                                                                               | 5.5                                                                               | 8.4                                                                               | 12.6                                                                                | 11.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                                            | 0.0                                                                               | 6.7                                                                               | 0.1                                                                               | 2.5                                                                               | 0.0                                                                               | 9.2                                                                               | 0.1                                                                                 | 1.7                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh                                       | 24.7                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                                                        | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved pedestrian interval to be less than phase max green. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

9.4 FP Sat Future with Project - Sat MD 12:00 pm 04/17/2026  
GTC

Synchro 12 Report  
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| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.3  |      |      |      |      |      |
| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
| Lane Configurations      |      | ↑↑   | ↑↑   |      |      | ↑    |
| Traffic Vol, veh/h       | 5    | 649  | 830  | 5    | 4    | 31   |
| Future Vol, veh/h        | 5    | 649  | 830  | 5    | 4    | 31   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | 0    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 0    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 5    | 705  | 902  | 5    | 4    | 34   |

| Major/Minor          | Major1 | Major2 | Minor2      |
|----------------------|--------|--------|-------------|
| Conflicting Flow All | 908    | 0      | 0 1268 454  |
| Stage 1              | -      | -      | - 905 -     |
| Stage 2              | -      | -      | - 364 -     |
| Critical Hdwy        | 4.14   | -      | - 6.84 6.94 |
| Critical Hdwy Stg 1  | -      | -      | - 5.84 -    |
| Critical Hdwy Stg 2  | -      | -      | - 5.84 -    |
| Follow-up Hdwy       | 2.22   | -      | - 3.52 3.32 |
| Pot Cap-1 Maneuver   | 746    | -      | - 160 553   |
| Stage 1              | -      | -      | - 355 -     |
| Stage 2              | -      | -      | - 674 -     |
| Platoon blocked, %   | -      | -      | -           |
| Mov Cap-1 Maneuver   | 746    | -      | - 159 553   |
| Mov Cap-2 Maneuver   | -      | -      | - 159 -     |
| Stage 1              | -      | -      | - 352 -     |
| Stage 2              | -      | -      | - 674 -     |

| Approach          | EB   | WB | SB    |
|-------------------|------|----|-------|
| HCM Ctrl Dly, s/v | 0.08 | 0  | 11.93 |
| HCM LOS           |      |    | B     |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 746   | -   | -   | -   | 553   |
| HCM Lane V/C Ratio    | 0.007 | -   | -   | -   | 0.061 |
| HCM Ctrl Dly (s/v)    | 9.9   | -   | -   | -   | 11.9  |
| HCM Lane LOS          | A     | -   | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   | 0.2   |



# HCM 7th Signalized Intersection Summary

9: Rimpau Ave & 6th St

04/17/2026

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 5                                                                                 | 500                                                                               | 134                                                                               | 66                                                                                | 656                                                                               | 35                                                                                | 170                                                                                 | 80                                                                                  | 112                                                                                 | 61                                                                                  | 64                                                                                  | 8                                                                                   |
| Future Volume (veh/h)        | 5                                                                                 | 500                                                                               | 134                                                                               | 66                                                                                | 656                                                                               | 35                                                                                | 170                                                                                 | 80                                                                                  | 112                                                                                 | 61                                                                                  | 64                                                                                  | 8                                                                                   |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 5                                                                                 | 543                                                                               | 146                                                                               | 72                                                                                | 713                                                                               | 38                                                                                | 185                                                                                 | 87                                                                                  | 122                                                                                 | 66                                                                                  | 70                                                                                  | 9                                                                                   |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 12                                                                                | 1581                                                                              | 423                                                                               | 94                                                                                | 2116                                                                              | 113                                                                               | 309                                                                                 | 104                                                                                 | 146                                                                                 | 183                                                                                 | 182                                                                                 | 23                                                                                  |
| Arrive On Green              | 0.00                                                                              | 0.19                                                                              | 0.19                                                                              | 0.05                                                                              | 0.62                                                                              | 0.62                                                                              | 0.08                                                                                | 0.15                                                                                | 0.15                                                                                | 0.04                                                                                | 0.11                                                                                | 0.11                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 2771                                                                              | 742                                                                               | 1781                                                                              | 3432                                                                              | 183                                                                               | 1781                                                                                | 705                                                                                 | 988                                                                                 | 1781                                                                                | 1624                                                                                | 209                                                                                 |
| Grp Volume(v), veh/h         | 5                                                                                 | 347                                                                               | 342                                                                               | 72                                                                                | 369                                                                               | 382                                                                               | 185                                                                                 | 0                                                                                   | 209                                                                                 | 66                                                                                  | 0                                                                                   | 79                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1737                                                                              | 1781                                                                              | 1777                                                                              | 1837                                                                              | 1781                                                                                | 0                                                                                   | 1693                                                                                | 1781                                                                                | 0                                                                                   | 1833                                                                                |
| Q Serve(g_s), s              | 0.3                                                                               | 17.0                                                                              | 17.1                                                                              | 4.0                                                                               | 10.0                                                                              | 10.1                                                                              | 8.0                                                                                 | 0.0                                                                                 | 12.0                                                                                | 3.2                                                                                 | 0.0                                                                                 | 4.0                                                                                 |
| Cycle Q Clear(g_c), s        | 0.3                                                                               | 17.0                                                                              | 17.1                                                                              | 4.0                                                                               | 10.0                                                                              | 10.1                                                                              | 8.0                                                                                 | 0.0                                                                                 | 12.0                                                                                | 3.2                                                                                 | 0.0                                                                                 | 4.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.43                                                                              | 1.00                                                                              |                                                                                   | 0.10                                                                              | 1.00                                                                                |                                                                                     | 0.58                                                                                | 1.00                                                                                |                                                                                     | 0.11                                                                                |
| Lane Grp Cap(c), veh/h       | 12                                                                                | 1014                                                                              | 991                                                                               | 94                                                                                | 1096                                                                              | 1133                                                                              | 309                                                                                 | 0                                                                                   | 250                                                                                 | 183                                                                                 | 0                                                                                   | 205                                                                                 |
| V/C Ratio(X)                 | 0.43                                                                              | 0.34                                                                              | 0.34                                                                              | 0.77                                                                              | 0.34                                                                              | 0.34                                                                              | 0.60                                                                                | 0.00                                                                                | 0.84                                                                                | 0.36                                                                                | 0.00                                                                                | 0.39                                                                                |
| Avail Cap(c_a), veh/h        | 321                                                                               | 1014                                                                              | 991                                                                               | 321                                                                               | 1096                                                                              | 1133                                                                              | 309                                                                                 | 0                                                                                   | 339                                                                                 | 247                                                                                 | 0                                                                                   | 367                                                                                 |
| HCM Platoon Ratio            | 0.33                                                                              | 0.33                                                                              | 0.33                                                                              | 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                                                                              | 0.81                                                                                | 0.00                                                                                | 0.81                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 49.7                                                                              | 24.3                                                                              | 24.4                                                                              | 46.8                                                                              | 9.3                                                                               | 9.3                                                                               | 35.9                                                                                | 0.0                                                                                 | 41.5                                                                                | 37.4                                                                                | 0.0                                                                                 | 41.2                                                                                |
| Incr Delay (d2), s/veh       | 23.5                                                                              | 0.9                                                                               | 1.0                                                                               | 12.2                                                                              | 0.8                                                                               | 0.8                                                                               | 2.6                                                                                 | 0.0                                                                                 | 12.1                                                                                | 1.2                                                                                 | 0.0                                                                                 | 1.7                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 0.4                                                                               | 13.0                                                                              | 12.8                                                                              | 3.7                                                                               | 7.0                                                                               | 7.2                                                                               | 7.2                                                                                 | 0.0                                                                                 | 9.4                                                                                 | 2.6                                                                                 | 0.0                                                                                 | 3.4                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 73.2                                                                              | 25.2                                                                              | 25.3                                                                              | 59.0                                                                              | 10.1                                                                              | 10.1                                                                              | 38.5                                                                                | 0.0                                                                                 | 53.6                                                                                | 38.6                                                                                | 0.0                                                                                 | 42.9                                                                                |
| LnGrp LOS                    | E                                                                                 | C                                                                                 | C                                                                                 | E                                                                                 | B                                                                                 | B                                                                                 | D                                                                                   |                                                                                     | D                                                                                   | D                                                                                   |                                                                                     | D                                                                                   |
| Approach Vol, veh/h          | 694                                                                               |                                                                                   |                                                                                   | 823                                                                               |                                                                                   |                                                                                   | 394                                                                                 |                                                                                     |                                                                                     | 145                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 25.6                                                                              |                                                                                   |                                                                                   | 14.4                                                                              |                                                                                   |                                                                                   | 46.5                                                                                |                                                                                     |                                                                                     | 40.9                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | D                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 9.3                                                                               | 62.6                                                                              | 8.4                                                                               | 19.7                                                                              | 4.6                                                                               | 67.2                                                                              | 12.0                                                                                | 16.2                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.5                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.5                                                                               | 4.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 18.0                                                                              | 35.5                                                                              | 8.0                                                                               | 20.0                                                                              | 18.0                                                                              | 35.5                                                                              | 8.0                                                                                 | 20.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 6.0                                                                               | 19.1                                                                              | 5.2                                                                               | 14.0                                                                              | 2.3                                                                               | 12.1                                                                              | 10.0                                                                                | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.1                                                                               | 6.8                                                                               | 0.0                                                                               | 0.7                                                                               | 0.0                                                                               | 9.0                                                                               | 0.0                                                                                 | 0.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 26.2                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

9.4 FP Sat Future with Project - Sat MD 12:00 pm 04/17/2026  
GTC

Synchro 12 Report  
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HCM 7th TWSC  
10: Park Driveway (East) & Quarry St

04/17/2026

| Intersection             |                                                                                   |      |      |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.4                                                                               |      |      |                                                                                   |                                                                                   |      |
| Movement                 | EBT                                                                               | EBR  | WBL  | WBT                                                                               | NBL                                                                               | NBR  |
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 95                                                                                | 14   | 2    | 119                                                                               | 7                                                                                 | 2    |
| Future Vol, veh/h        | 95                                                                                | 14   | 2    | 119                                                                               | 7                                                                                 | 2    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Free                                                                              | Free | Free | Free                                                                              | Stop                                                                              | Stop |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | -                                                                                 | -    | -    | -                                                                                 | 0                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92   | 92   | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2    | 2                                                                                 | 2                                                                                 | 2    |
| Mvmt Flow                | 103                                                                               | 15   | 2    | 129                                                                               | 8                                                                                 | 2    |

| Major/Minor          | Major1 | Major2 | Minor1 |   |       |       |
|----------------------|--------|--------|--------|---|-------|-------|
| Conflicting Flow All | 0      | 0      | 118    | 0 | 245   | 111   |
| Stage 1              | -      | -      | -      | - | 111   | -     |
| Stage 2              | -      | -      | -      | - | 134   | -     |
| Critical Hdwy        | -      | -      | 4.12   | - | 6.42  | 6.22  |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.42  | -     |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.42  | -     |
| Follow-up Hdwy       | -      | -      | 2.218  | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver   | -      | -      | 1470   | - | 744   | 942   |
| Stage 1              | -      | -      | -      | - | 914   | -     |
| Stage 2              | -      | -      | -      | - | 893   | -     |
| Platoon blocked, %   | -      | -      | -      | - | -     | -     |
| Mov Cap-1 Maneuver   | -      | -      | 1470   | - | 743   | 942   |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 743   | -     |
| Stage 1              | -      | -      | -      | - | 914   | -     |
| Stage 2              | -      | -      | -      | - | 891   | -     |

| Approach          | EB | WB   | NB   |
|-------------------|----|------|------|
| HCM Ctrl Dly, s/v | 0  | 0.12 | 9.68 |
| HCM LOS           |    |      | A    |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 779   | -   | -   | 30    | -   |
| HCM Lane V/C Ratio    | 0.013 | -   | -   | 0.001 | -   |
| HCM Ctrl Dly (s/v)    | 9.7   | -   | -   | 7.5   | 0   |
| HCM Lane LOS          | A     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 0     | -   |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.8  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 2    | 0    | 21   | 15   | 0    | 1    | 15   | 107  | 14   | 2    | 101  | 8    |
| Future Vol, veh/h        | 2    | 0    | 21   | 15   | 0    | 1    | 15   | 107  | 14   | 2    | 101  | 8    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 2    | 0    | 23   | 16   | 0    | 1    | 16   | 116  | 15   | 2    | 110  | 9    |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       | Major2 |   |   |       |   |   |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 267    | 283   | 114    | 271   | 279    | 124   | 118    | 0 | 0 | 132   | 0 | 0 |
| Stage 1              | 118    | 118   | -      | 157   | 157    | -     | -      | - | - | -     | - | - |
| Stage 2              | 149    | 164   | -      | 114   | 123    | -     | -      | - | - | -     | - | - |
| Critical Hdwy        | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12   | - | - | 4.12  | - | - |
| Critical Hdwy Stg 1  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Critical Hdwy Stg 2  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Follow-up Hdwy       | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218  | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver   | 685    | 626   | 938    | 682   | 629    | 927   | 1470   | - | - | 1454  | - | - |
| Stage 1              | 886    | 798   | -      | 846   | 768    | -     | -      | - | - | -     | - | - |
| Stage 2              | 854    | 762   | -      | 891   | 794    | -     | -      | - | - | -     | - | - |
| Platoon blocked, %   |        |       |        |       |        |       |        | - | - | -     | - | - |
| Mov Cap-1 Maneuver   | 675    | 618   | 938    | 656   | 620    | 927   | 1470   | - | - | 1454  | - | - |
| Mov Cap-2 Maneuver   | 675    | 618   | -      | 656   | 620    | -     | -      | - | - | -     | - | - |
| Stage 1              | 885    | 796   | -      | 836   | 759    | -     | -      | - | - | -     | - | - |
| Stage 2              | 842    | 753   | -      | 868   | 793    | -     | -      | - | - | -     | - | - |

| Approach          | EB   | WB    | NB   | SB   |
|-------------------|------|-------|------|------|
| HCM Ctrl Dly, s/v | 9.08 | 10.53 | 0.82 | 0.13 |
| HCM LOS           | A    | B     |      |      |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1WBLn1 | SBL   | SBT   | SBR |
|-----------------------|-------|-----|-----|------------|-------|-------|-----|
| Capacity (veh/h)      | 194   | -   | -   | 908        | 668   | 32    | -   |
| HCM Lane V/C Ratio    | 0.011 | -   | -   | 0.028      | 0.026 | 0.001 | -   |
| HCM Ctrl Dly (s/v)    | 7.5   | 0   | -   | 9.1        | 10.5  | 7.5   | 0   |
| HCM Lane LOS          | A     | A   | -   | A          | B     | A     | A   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 0.1        | 0.1   | 0     | -   |

| Intersection             |        |        |      |        |       |       |
|--------------------------|--------|--------|------|--------|-------|-------|
| Int Delay, s/veh         | 0.1    |        |      |        |       |       |
| Movement                 | EBL    | EBT    | WBT  | WBR    | SBL   | SBR   |
| Lane Configurations      |        | ↑↑     | ↑↑   |        |       | ↗     |
| Traffic Vol, veh/h       | 6      | 644    | 828  | 10     | 0     | 6     |
| Future Vol, veh/h        | 6      | 644    | 828  | 10     | 0     | 6     |
| Conflicting Peds, #/hr   | 0      | 0      | 0    | 0      | 0     | 0     |
| Sign Control             | Free   | Free   | Free | Free   | Stop  | Stop  |
| RT Channelized           | -      | None   | -    | None   | -     | None  |
| Storage Length           | -      | -      | -    | -      | -     | 0     |
| Veh in Median Storage, # | -      | 0      | 0    | -      | 0     | -     |
| Grade, %                 | -      | 0      | 0    | -      | 0     | -     |
| Peak Hour Factor         | 92     | 92     | 92   | 92     | 92    | 92    |
| Heavy Vehicles, %        | 2      | 2      | 2    | 2      | 2     | 2     |
| Mvmt Flow                | 7      | 700    | 900  | 11     | 0     | 7     |
|                          |        |        |      |        |       |       |
| Major/Minor              | Major1 | Major2 |      | Minor2 |       |       |
| Conflicting Flow All     | 911    | 0      | -    | 0      | -     | 455   |
| Stage 1                  | -      | -      | -    | -      | -     | -     |
| Stage 2                  | -      | -      | -    | -      | -     | -     |
| Critical Hdwy            | 4.14   | -      | -    | -      | -     | 6.94  |
| Critical Hdwy Stg 1      | -      | -      | -    | -      | -     | -     |
| Critical Hdwy Stg 2      | -      | -      | -    | -      | -     | -     |
| Follow-up Hdwy           | 2.22   | -      | -    | -      | -     | 3.32  |
| Pot Cap-1 Maneuver       | 744    | -      | -    | -      | 0     | 552   |
| Stage 1                  | -      | -      | -    | -      | 0     | -     |
| Stage 2                  | -      | -      | -    | -      | 0     | -     |
| Platoon blocked, %       |        | -      | -    | -      |       |       |
| Mov Cap-1 Maneuver       | 744    | -      | -    | -      | -     | 552   |
| Mov Cap-2 Maneuver       | -      | -      | -    | -      | -     | -     |
| Stage 1                  | -      | -      | -    | -      | -     | -     |
| Stage 2                  | -      | -      | -    | -      | -     | -     |
|                          |        |        |      |        |       |       |
|                          |        |        |      |        |       |       |
| Approach                 | EB     | WB     |      | SB     |       |       |
| HCM Ctrl Dly, s/v        | 0.09   | 0      |      | 11.6   |       |       |
| HCM LOS                  | B      |        |      |        |       |       |
|                          |        |        |      |        |       |       |
|                          |        |        |      |        |       |       |
| Minor Lane/Major Mvmt    | EBL    | EBT    | WBT  | WBR    | SBLn1 |       |
| Capacity (veh/h)         | 744    | -      | -    | -      | -     | 552   |
| HCM Lane V/C Ratio       | 0.009  | -      | -    | -      | -     | 0.012 |
| HCM Ctrl Dly (s/v)       | 9.9    | -      | -    | -      | -     | 11.6  |
| HCM Lane LOS             | A      | -      | -    | -      | -     | B     |
| HCM 95th %tile Q(veh)    | 0      | -      | -    | -      | -     | 0     |

# HCM 7th Signalized Intersection Summary

13: N Main St & Grand Blvd

04/17/2026

|                                                                    |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                                           | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations                                                |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)                                             | 228                                                                               | 123                                                                               | 115                                                                               | 214                                                                               | 117                                                                               | 221                                                                               | 190                                                                                 | 741                                                                                 | 79                                                                                  | 161                                                                                 | 893                                                                                 | 271                                                                                 |
| Future Volume (veh/h)                                              | 228                                                                               | 123                                                                               | 115                                                                               | 214                                                                               | 117                                                                               | 221                                                                               | 190                                                                                 | 741                                                                                 | 79                                                                                  | 161                                                                                 | 893                                                                                 | 271                                                                                 |
| Initial Q (Qb), veh                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.                                                    | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)                                                | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                                              | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln                                             | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h                                               | 248                                                                               | 134                                                                               | 125                                                                               | 233                                                                               | 127                                                                               | 240                                                                               | 207                                                                                 | 805                                                                                 | 86                                                                                  | 175                                                                                 | 971                                                                                 | 295                                                                                 |
| 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, %                                               | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                                                         | 288                                                                               | 575                                                                               | 377                                                                               | 287                                                                               | 574                                                                               | 388                                                                               | 262                                                                                 | 1736                                                                                | 774                                                                                 | 148                                                                                 | 1927                                                                                | 584                                                                                 |
| Arrive On Green                                                    | 0.08                                                                              | 0.16                                                                              | 0.16                                                                              | 0.08                                                                              | 0.16                                                                              | 0.16                                                                              | 0.08                                                                                | 0.49                                                                                | 0.49                                                                                | 0.08                                                                                | 0.50                                                                                | 0.50                                                                                |
| Sat Flow, veh/h                                                    | 3456                                                                              | 3554                                                                              | 1585                                                                              | 3456                                                                              | 3554                                                                              | 1585                                                                              | 3456                                                                                | 3554                                                                                | 1585                                                                                | 1781                                                                                | 3884                                                                                | 1178                                                                                |
| Grp Volume(v), veh/h                                               | 248                                                                               | 134                                                                               | 125                                                                               | 233                                                                               | 127                                                                               | 240                                                                               | 207                                                                                 | 805                                                                                 | 86                                                                                  | 175                                                                                 | 851                                                                                 | 415                                                                                 |
| Grp Sat Flow(s),veh/h/ln                                           | 1728                                                                              | 1777                                                                              | 1585                                                                              | 1728                                                                              | 1777                                                                              | 1585                                                                              | 1728                                                                                | 1777                                                                                | 1585                                                                                | 1781                                                                                | 1702                                                                                | 1658                                                                                |
| Q Serve(g_s), s                                                    | 8.5                                                                               | 3.9                                                                               | 7.8                                                                               | 8.0                                                                               | 3.7                                                                               | 16.2                                                                              | 7.1                                                                                 | 18.0                                                                                | 3.5                                                                                 | 10.0                                                                                | 20.1                                                                                | 20.2                                                                                |
| Cycle Q Clear(g_c), s                                              | 8.5                                                                               | 3.9                                                                               | 7.8                                                                               | 8.0                                                                               | 3.7                                                                               | 16.2                                                                              | 7.1                                                                                 | 18.0                                                                                | 3.5                                                                                 | 10.0                                                                                | 20.1                                                                                | 20.2                                                                                |
| Prop In Lane                                                       | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.71                                                                                |
| Lane Grp Cap(c), veh/h                                             | 288                                                                               | 575                                                                               | 377                                                                               | 287                                                                               | 574                                                                               | 388                                                                               | 262                                                                                 | 1736                                                                                | 774                                                                                 | 148                                                                                 | 1689                                                                                | 823                                                                                 |
| V/C Ratio(X)                                                       | 0.86                                                                              | 0.23                                                                              | 0.33                                                                              | 0.81                                                                              | 0.22                                                                              | 0.62                                                                              | 0.79                                                                                | 0.46                                                                                | 0.11                                                                                | 1.18                                                                                | 0.50                                                                                | 0.50                                                                                |
| Avail Cap(c_a), veh/h                                              | 288                                                                               | 1125                                                                              | 622                                                                               | 288                                                                               | 859                                                                               | 515                                                                               | 288                                                                                 | 1736                                                                                | 774                                                                                 | 148                                                                                 | 1689                                                                                | 823                                                                                 |
| HCM Platoon Ratio                                                  | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)                                                 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.87                                                                              | 0.87                                                                              | 0.87                                                                              | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh                                           | 54.3                                                                              | 43.8                                                                              | 37.9                                                                              | 54.1                                                                              | 43.8                                                                              | 40.3                                                                              | 54.5                                                                                | 20.3                                                                                | 16.6                                                                                | 55.0                                                                                | 20.3                                                                                | 20.3                                                                                |
| Incr Delay (d2), s/veh                                             | 21.5                                                                              | 0.2                                                                               | 0.5                                                                               | 13.3                                                                              | 0.2                                                                               | 1.4                                                                               | 10.8                                                                                | 0.9                                                                                 | 0.3                                                                                 | 130.0                                                                               | 1.1                                                                                 | 2.2                                                                                 |
| Initial Q Delay(d3), s/veh                                         | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln                                           | 8.1                                                                               | 3.2                                                                               | 5.6                                                                               | 7.0                                                                               | 3.0                                                                               | 10.3                                                                              | 6.2                                                                                 | 12.0                                                                                | 2.4                                                                                 | 15.9                                                                                | 12.8                                                                                | 12.9                                                                                |
| Unsig. Movement Delay, s/veh                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                                              | 75.8                                                                              | 44.0                                                                              | 38.4                                                                              | 67.4                                                                              | 43.9                                                                              | 41.7                                                                              | 65.3                                                                                | 21.1                                                                                | 16.9                                                                                | 185.0                                                                               | 21.4                                                                                | 22.5                                                                                |
| LnGrp LOS                                                          | E                                                                                 | D                                                                                 | D                                                                                 | E                                                                                 | D                                                                                 | D                                                                                 | E                                                                                   | C                                                                                   | B                                                                                   | F                                                                                   | C                                                                                   | C                                                                                   |
| Approach Vol, veh/h                                                | 507                                                                               |                                                                                   |                                                                                   |                                                                                   | 600                                                                               |                                                                                   |                                                                                     |                                                                                     | 1098                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay, s/veh                                              | 58.2                                                                              |                                                                                   |                                                                                   |                                                                                   | 52.2                                                                              |                                                                                   |                                                                                     |                                                                                     | 29.1                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                                                       | E                                                                                 |                                                                                   |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Timer - Assigned Phs                                               | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                                           | 15.0                                                                              | 64.6                                                                              | 15.0                                                                              | 25.4                                                                              | 14.1                                                                              | 65.5                                                                              | 15.0                                                                                | 25.4                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                                            | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                                 | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s                                        | 10.0                                                                              | 40.0                                                                              | 10.0                                                                              | 38.0                                                                              | 10.0                                                                              | 40.0                                                                              | 10.0                                                                                | 29.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s                                       | 12.0                                                                              | 20.0                                                                              | 10.0                                                                              | 9.8                                                                               | 9.1                                                                               | 22.2                                                                              | 10.5                                                                                | 18.2                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                                            | 0.0                                                                               | 8.0                                                                               | 0.0                                                                               | 1.2                                                                               | 0.0                                                                               | 10.8                                                                              | 0.0                                                                                 | 1.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh                                       | 41.9                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                                                        | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved pedestrian interval to be less than phase max green. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved changes to right turn type.                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

9.4 FP Sat Future with Project - Sat MD 12:00 pm 04/17/2026  
GTC

Synchro 12 Report  
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# HCM 7th Signalized Intersection Summary

14: N Main St & SR 91 WB Ramps

04/17/2026



| Movement                                                             | EBL | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|----------------------------------------------------------------------|-----|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations                                                  |     |      |      | ↰    | ↰    | ↰    | ↰    | ↰    |      |      | ↰    | ↰    |
| Traffic Volume (veh/h)                                               | 0   | 0    | 0    | 321  | 106  | 418  | 190  | 607  | 0    | 0    | 767  | 448  |
| Future Volume (veh/h)                                                | 0   | 0    | 0    | 321  | 106  | 418  | 190  | 607  | 0    | 0    | 767  | 448  |
| Initial Q (Qb), veh                                                  |     |      |      | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.                                                      |     |      |      | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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                                               |     |      |      | 1870 | 1870 | 1870 | 1870 | 1870 | 0    | 0    | 1870 | 1870 |
| Adj Flow Rate, veh/h                                                 |     |      |      | 232  | 279  | 454  | 207  | 660  | 0    | 0    | 834  | 487  |
| Peak Hour Factor                                                     |     |      |      | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %                                                 |     |      |      | 2    | 2    | 2    | 2    | 2    | 0    | 0    | 2    | 2    |
| Cap, veh/h                                                           |     |      |      | 317  | 332  | 563  | 286  | 3563 | 0    | 0    | 2699 | 887  |
| Arrive On Green                                                      |     |      |      | 0.18 | 0.18 | 0.18 | 0.17 | 1.00 | 0.00 | 0.00 | 0.56 | 0.56 |
| Sat Flow, veh/h                                                      |     |      |      | 1781 | 1870 | 3170 | 3456 | 5274 | 0    | 0    | 5087 | 1585 |
| Grp Volume(v), veh/h                                                 |     |      |      | 232  | 279  | 454  | 207  | 660  | 0    | 0    | 834  | 487  |
| Grp Sat Flow(s),veh/h/ln                                             |     |      |      | 1781 | 1870 | 1585 | 1728 | 1702 | 0    | 0    | 1609 | 1585 |
| Q Serve(g_s), s                                                      |     |      |      | 11.1 | 13.0 | 12.4 | 5.1  | 0.0  | 0.0  | 0.0  | 8.3  | 17.6 |
| Cycle Q Clear(g_c), s                                                |     |      |      | 11.1 | 13.0 | 12.4 | 5.1  | 0.0  | 0.0  | 0.0  | 8.3  | 17.6 |
| Prop In Lane                                                         |     |      |      | 1.00 |      | 1.00 | 1.00 |      | 0.00 | 0.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h                                               |     |      |      | 317  | 332  | 563  | 286  | 3563 | 0    | 0    | 2699 | 887  |
| V/C Ratio(X)                                                         |     |      |      | 0.73 | 0.84 | 0.81 | 0.72 | 0.19 | 0.00 | 0.00 | 0.31 | 0.55 |
| Avail Cap(c_a), veh/h                                                |     |      |      | 360  | 378  | 641  | 1075 | 3563 | 0    | 0    | 2699 | 887  |
| HCM Platoon Ratio                                                    |     |      |      | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)                                                   |     |      |      | 1.00 | 1.00 | 1.00 | 0.98 | 0.98 | 0.00 | 0.00 | 0.86 | 0.86 |
| Uniform Delay (d), s/veh                                             |     |      |      | 35.0 | 35.8 | 35.5 | 36.6 | 0.0  | 0.0  | 0.0  | 10.6 | 12.6 |
| Incr Delay (d2), s/veh                                               |     |      |      | 5.2  | 12.5 | 5.8  | 1.3  | 0.1  | 0.0  | 0.0  | 0.3  | 2.1  |
| Initial Q Delay(d3), s/veh                                           |     |      |      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln                                             |     |      |      | 8.9  | 11.3 | 8.9  | 3.7  | 0.1  | 0.0  | 0.0  | 5.0  | 10.0 |
| Unsig. Movement Delay, s/veh                                         |     |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh                                                |     |      |      | 40.1 | 48.2 | 41.3 | 37.8 | 0.1  | 0.0  | 0.0  | 10.8 | 14.7 |
| LnGrp LOS                                                            |     |      |      | D    | D    | D    | D    | A    |      |      | B    | B    |
| Approach Vol, veh/h                                                  |     |      |      |      | 965  |      |      | 867  |      |      | 1321 |      |
| Approach Delay, s/veh                                                |     |      |      |      | 43.0 |      |      | 9.1  |      |      | 12.3 |      |
| Approach LOS                                                         |     |      |      |      | D    |      |      | A    |      |      | B    |      |
| Timer - Assigned Phs                                                 |     | 2    |      |      | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s                                             |     | 68.2 |      |      | 12.5 | 55.7 |      | 21.8 |      |      |      |      |
| Change Period (Y+Rc), s                                              |     | 5.4  |      |      | 5.0  | 5.4  |      | 5.8  |      |      |      |      |
| Max Green Setting (Gmax), s                                          |     | 60.6 |      |      | 28.0 | 26.6 |      | 18.2 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s                                         |     | 2.0  |      |      | 7.1  | 19.6 |      | 15.0 |      |      |      |      |
| Green Ext Time (p_c), s                                              |     | 3.4  |      |      | 0.4  | 3.7  |      | 1.0  |      |      |      |      |
| Intersection Summary                                                 |     |      |      |      |      |      |      |      |      |      |      |      |
| HCM 7th Control Delay, s/veh                                         |     |      | 20.8 |      |      |      |      |      |      |      |      |      |
| HCM 7th LOS                                                          |     |      | C    |      |      |      |      |      |      |      |      |      |
| Notes                                                                |     |      |      |      |      |      |      |      |      |      |      |      |
| User approved volume balancing among the lanes for turning movement. |     |      |      |      |      |      |      |      |      |      |      |      |

9.4 FP Sat Future with Project - Sat MD 12:00 pm 04/17/2026  
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HCM 7th Signalized Intersection Summary  
15: S Main St/N Main St & SR 91 EB Ramps

04/17/2026



| Movement                       | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL | WBT  | WBR | NBL  | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               | SBR                                                                                 |
|--------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----|------|-----|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Configurations            |  |  |  |     |      |     |      |  |  |  |  |  |
| Traffic Volume (veh/h)         | 265                                                                               | 7                                                                                 | 229                                                                               | 0   | 0    | 0   | 0    | 521                                                                               | 513                                                                               | 422                                                                               | 681                                                                               | 0                                                                                   |
| Future Volume (veh/h)          | 265                                                                               | 7                                                                                 | 229                                                                               | 0   | 0    | 0   | 0    | 521                                                                               | 513                                                                               | 422                                                                               | 681                                                                               | 0                                                                                   |
| Initial Q (Qb), veh            | 0                                                                                 | 0                                                                                 | 0                                                                                 |     |      |     | 0    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   |
| Lane Width Adj.                | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |     |      |     | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                |
| 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         | 1870                                                                              | 1870                                                                              | 1870                                                                              |     |      |     | 0    | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 0                                                                                   |
| Adj Flow Rate, veh/h           | 294                                                                               | 0                                                                                 | 249                                                                               |     |      |     | 0    | 566                                                                               | 558                                                                               | 459                                                                               | 740                                                                               | 0                                                                                   |
| Peak Hour Factor               | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |     |      |     | 0.92 | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                |
| Percent Heavy Veh, %           | 2                                                                                 | 2                                                                                 | 2                                                                                 |     |      |     | 0    | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 0                                                                                   |
| Cap, veh/h                     | 397                                                                               | 0                                                                                 | 353                                                                               |     |      |     | 0    | 4183                                                                              | 875                                                                               | 541                                                                               | 3902                                                                              | 0                                                                                   |
| Arrive On Green                | 0.11                                                                              | 0.00                                                                              | 0.11                                                                              |     |      |     | 0.00 | 0.55                                                                              | 0.55                                                                              | 0.21                                                                              | 1.00                                                                              | 0.00                                                                                |
| Sat Flow, veh/h                | 3563                                                                              | 0                                                                                 | 3170                                                                              |     |      |     | 0    | 7930                                                                              | 1585                                                                              | 3456                                                                              | 5274                                                                              | 0                                                                                   |
| Grp Volume(v), veh/h           | 294                                                                               | 0                                                                                 | 249                                                                               |     |      |     | 0    | 566                                                                               | 558                                                                               | 459                                                                               | 740                                                                               | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln       | 1781                                                                              | 0                                                                                 | 1585                                                                              |     |      |     | 0    | 1515                                                                              | 1585                                                                              | 1728                                                                              | 1702                                                                              | 0                                                                                   |
| Q Serve(g_s), s                | 7.2                                                                               | 0.0                                                                               | 6.8                                                                               |     |      |     | 0.0  | 3.3                                                                               | 21.9                                                                              | 11.5                                                                              | 0.0                                                                               | 0.0                                                                                 |
| Cycle Q Clear(g_c), s          | 7.2                                                                               | 0.0                                                                               | 6.8                                                                               |     |      |     | 0.0  | 3.3                                                                               | 21.9                                                                              | 11.5                                                                              | 0.0                                                                               | 0.0                                                                                 |
| Prop In Lane                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |     |      |     | 0.00 |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.00                                                                                |
| Lane Grp Cap(c), veh/h         | 397                                                                               | 0                                                                                 | 353                                                                               |     |      |     | 0    | 4183                                                                              | 875                                                                               | 541                                                                               | 3902                                                                              | 0                                                                                   |
| V/C Ratio(X)                   | 0.74                                                                              | 0.00                                                                              | 0.71                                                                              |     |      |     | 0.00 | 0.14                                                                              | 0.64                                                                              | 0.85                                                                              | 0.19                                                                              | 0.00                                                                                |
| Avail Cap(c_a), veh/h          | 681                                                                               | 0                                                                                 | 606                                                                               |     |      |     | 0    | 4183                                                                              | 875                                                                               | 768                                                                               | 3902                                                                              | 0                                                                                   |
| HCM Platoon Ratio              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |     |      |     | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.33                                                                              | 1.33                                                                              | 1.00                                                                                |
| Upstream Filter(I)             | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              |     |      |     | 0.00 | 0.96                                                                              | 0.96                                                                              | 0.89                                                                              | 0.89                                                                              | 0.00                                                                                |
| Uniform Delay (d), s/veh       | 38.7                                                                              | 0.0                                                                               | 38.6                                                                              |     |      |     | 0.0  | 9.8                                                                               | 13.9                                                                              | 34.6                                                                              | 0.0                                                                               | 0.0                                                                                 |
| Incr Delay (d2), s/veh         | 1.0                                                                               | 0.0                                                                               | 1.0                                                                               |     |      |     | 0.0  | 0.1                                                                               | 3.4                                                                               | 4.1                                                                               | 0.1                                                                               | 0.0                                                                                 |
| Initial Q Delay(d3), s/veh     | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |     |      |     | 0.0  | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln       | 5.7                                                                               | 0.0                                                                               | 4.8                                                                               |     |      |     | 0.0  | 1.9                                                                               | 12.5                                                                              | 8.2                                                                               | 0.1                                                                               | 0.0                                                                                 |
| Unsig. Movement Delay, s/veh   |                                                                                   |                                                                                   |                                                                                   |     |      |     |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |
| LnGrp Delay(d), s/veh          | 39.8                                                                              | 0.0                                                                               | 39.5                                                                              |     |      |     | 0.0  | 9.8                                                                               | 17.3                                                                              | 38.7                                                                              | 0.1                                                                               | 0.0                                                                                 |
| LnGrp LOS                      | D                                                                                 |                                                                                   | D                                                                                 |     |      |     |      | A                                                                                 | B                                                                                 | D                                                                                 | A                                                                                 |                                                                                     |
| Approach Vol, veh/h            | 543                                                                               |                                                                                   |                                                                                   |     |      |     | 1124 |                                                                                   |                                                                                   | 1199                                                                              |                                                                                   |                                                                                     |
| Approach Delay, s/veh          | 39.7                                                                              |                                                                                   |                                                                                   |     |      |     | 13.5 |                                                                                   |                                                                                   | 14.9                                                                              |                                                                                   |                                                                                     |
| Approach LOS                   | D                                                                                 |                                                                                   |                                                                                   |     |      |     | B    |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                     |
| Timer - Assigned Phs           | 1                                                                                 | 2                                                                                 | 4                                                                                 |     | 6    |     |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |
| Phs Duration (G+Y+Rc), s       | 19.1                                                                              | 55.1                                                                              | 15.8                                                                              |     | 74.2 |     |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |
| Change Period (Y+Rc), s        | 5.0                                                                               | 5.4                                                                               | 5.8                                                                               |     | 5.4  |     |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |
| Max Green Setting (Gmax), s    | 20.0                                                                              | 36.6                                                                              | 17.2                                                                              |     | 61.6 |     |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |
| Max Q Clear Time (g_c+11.5), s | 11.5                                                                              | 23.9                                                                              | 9.2                                                                               |     | 2.0  |     |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |
| Green Ext Time (p_c), s        | 0.6                                                                               | 3.3                                                                               | 0.8                                                                               |     | 3.9  |     |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |

Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 19.0 |
| HCM 7th LOS                  | B    |

Notes

User approved volume balancing among the lanes for turning movement.

# HCM 7th Signalized Intersection Summary

16: S Main St & 3rd Street

04/17/2026



| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↰↱   | ↱    |      | ↰↱   | ↱    |      | ↰↱↱↱ |      |      | ↰↱↱↱ | ↱    |      |
| Traffic Volume (veh/h)       | 132  | 40   | 27   | 52   | 36   | 145  | 28   | 779  | 55   | 73   | 719  | 89   |
| Future Volume (veh/h)        | 132  | 40   | 27   | 52   | 36   | 145  | 28   | 779  | 55   | 73   | 719  | 89   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 143  | 43   | 29   | 57   | 39   | 158  | 30   | 847  | 60   | 79   | 782  | 97   |
| Peak Hour Factor             | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 200  | 167  | 113  | 73   | 46   | 188  | 47   | 2822 | 199  | 101  | 3113 | 1058 |
| Arrive On Green              | 0.06 | 0.16 | 0.16 | 0.04 | 0.14 | 0.14 | 0.03 | 0.58 | 0.58 | 0.06 | 0.61 | 0.61 |
| Sat Flow, veh/h              | 3456 | 1042 | 702  | 1781 | 324  | 1311 | 1781 | 4869 | 344  | 1781 | 5106 | 1585 |
| Grp Volume(v), veh/h         | 143  | 0    | 72   | 57   | 0    | 197  | 30   | 591  | 316  | 79   | 782  | 97   |
| Grp Sat Flow(s),veh/h/ln     | 1728 | 0    | 1744 | 1781 | 0    | 1634 | 1781 | 1702 | 1808 | 1781 | 1702 | 1585 |
| Q Serve(g_s), s              | 4.9  | 0.0  | 4.3  | 3.8  | 0.0  | 14.1 | 2.0  | 10.6 | 10.7 | 5.3  | 8.5  | 2.6  |
| Cycle Q Clear(g_c), s        | 4.9  | 0.0  | 4.3  | 3.8  | 0.0  | 14.1 | 2.0  | 10.6 | 10.7 | 5.3  | 8.5  | 2.6  |
| Prop In Lane                 | 1.00 |      | 0.40 | 1.00 |      | 0.80 | 1.00 |      | 0.19 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 200  | 0    | 280  | 73   | 0    | 235  | 47   | 1973 | 1048 | 101  | 3113 | 1058 |
| V/C Ratio(X)                 | 0.71 | 0.00 | 0.26 | 0.78 | 0.00 | 0.84 | 0.64 | 0.30 | 0.30 | 0.79 | 0.25 | 0.09 |
| Avail Cap(c_a), veh/h        | 302  | 0    | 436  | 156  | 0    | 531  | 223  | 1973 | 1048 | 223  | 3113 | 1058 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 0.99 | 0.00 | 0.99 | 0.80 | 0.80 | 0.80 | 0.98 | 0.98 | 0.98 |
| Uniform Delay (d), s/veh     | 55.6 | 0.0  | 44.1 | 57.0 | 0.0  | 50.0 | 57.9 | 12.8 | 12.9 | 55.9 | 10.8 | 7.1  |
| Incr Delay (d2), s/veh       | 4.7  | 0.0  | 0.5  | 6.3  | 0.0  | 7.7  | 4.3  | 0.3  | 0.6  | 4.9  | 0.2  | 0.2  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 4.1  | 0.0  | 3.5  | 3.3  | 0.0  | 10.3 | 1.7  | 7.0  | 7.5  | 4.5  | 5.7  | 1.6  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 60.2 | 0.0  | 44.6 | 63.3 | 0.0  | 57.8 | 62.1 | 13.2 | 13.4 | 60.8 | 11.0 | 7.2  |
| LnGrp LOS                    | E    |      | D    | E    |      | E    | E    | B    | B    | E    | B    | A    |
| Approach Vol, veh/h          | 215  |      | 254  |      |      | 937  |      |      | 958  |      |      |      |
| Approach Delay, s/veh        | 55.0 |      | 59.0 |      |      | 14.8 |      |      | 14.7 |      |      |      |
| Approach LOS                 | E    |      | E    |      |      | B    |      |      | B    |      |      |      |
| Timer - Assigned Phs         | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 1.8  | 74.5 | 9.4  | 24.2 | 8.2  | 78.2 | 11.4 | 22.2 |      |      |      |      |
| Change Period (Y+Rc), s      | 5.0  | 5.0  | 4.5  | 5.0  | 5.0  | 5.0  | 4.5  | 5.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 15.0 | 36.0 | 10.5 | 30.0 | 15.0 | 36.0 | 10.5 | 39.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 12.7 | 12.7 | 5.8  | 6.3  | 4.0  | 10.5 | 6.9  | 16.1 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 8.8  | 0.0  | 0.3  | 0.0  | 8.7  | 0.1  | 1.2  |      |      |      |      |

### Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 23.2 |
| HCM 7th LOS                  | C    |

### Notes

User approved pedestrian interval to be less than phase max green.



# HCM 7th Signalized Intersection Summary

17: S Main St & 6th St

04/17/2026

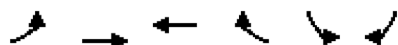


| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 205                                                                               | 405                                                                               | 137                                                                               | 47                                                                                | 406                                                                               | 107                                                                               | 172                                                                               | 498                                                                               | 42                                                                                | 98                                                                                  | 484                                                                                 | 137                                                                                 |
| Future Volume (veh/h)        | 205                                                                               | 405                                                                               | 137                                                                               | 47                                                                                | 406                                                                               | 107                                                                               | 172                                                                               | 498                                                                               | 42                                                                                | 98                                                                                  | 484                                                                                 | 137                                                                                 |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 223                                                                               | 440                                                                               | 149                                                                               | 51                                                                                | 441                                                                               | 116                                                                               | 187                                                                               | 541                                                                               | 46                                                                                | 107                                                                                 | 526                                                                                 | 149                                                                                 |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 254                                                                               | 680                                                                               | 576                                                                               | 67                                                                                | 484                                                                               | 410                                                                               | 160                                                                               | 1096                                                                              | 489                                                                               | 125                                                                                 | 1025                                                                                | 457                                                                                 |
| Arrive On Green              | 0.14                                                                              | 0.36                                                                              | 0.36                                                                              | 0.05                                                                              | 0.34                                                                              | 0.34                                                                              | 0.09                                                                              | 0.31                                                                              | 0.31                                                                              | 0.07                                                                                | 0.29                                                                                | 0.29                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                                | 3554                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h         | 223                                                                               | 440                                                                               | 149                                                                               | 51                                                                                | 441                                                                               | 116                                                                               | 187                                                                               | 541                                                                               | 46                                                                                | 107                                                                                 | 526                                                                                 | 149                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                                | 1777                                                                                | 1585                                                                                |
| Q Serve(g_s), s              | 12.3                                                                              | 19.6                                                                              | 6.6                                                                               | 2.8                                                                               | 22.5                                                                              | 5.3                                                                               | 9.0                                                                               | 12.4                                                                              | 2.1                                                                               | 5.9                                                                                 | 12.4                                                                                | 7.4                                                                                 |
| Cycle Q Clear(g_c), s        | 12.3                                                                              | 19.6                                                                              | 6.6                                                                               | 2.8                                                                               | 22.5                                                                              | 5.3                                                                               | 9.0                                                                               | 12.4                                                                              | 2.1                                                                               | 5.9                                                                                 | 12.4                                                                                | 7.4                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 254                                                                               | 680                                                                               | 576                                                                               | 67                                                                                | 484                                                                               | 410                                                                               | 160                                                                               | 1096                                                                              | 489                                                                               | 125                                                                                 | 1025                                                                                | 457                                                                                 |
| V/C Ratio(X)                 | 0.88                                                                              | 0.65                                                                              | 0.26                                                                              | 0.76                                                                              | 0.91                                                                              | 0.28                                                                              | 1.17                                                                              | 0.49                                                                              | 0.09                                                                              | 0.86                                                                                | 0.51                                                                                | 0.33                                                                                |
| Avail Cap(c_a), veh/h        | 267                                                                               | 680                                                                               | 576                                                                               | 160                                                                               | 524                                                                               | 444                                                                               | 160                                                                               | 1096                                                                              | 489                                                                               | 125                                                                                 | 1025                                                                                | 457                                                                                 |
| 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                                                                              | 0.83                                                                              | 0.83                                                                              | 0.83                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                |
| Uniform Delay (d), s/veh     | 42.0                                                                              | 26.5                                                                              | 22.3                                                                              | 47.0                                                                              | 31.7                                                                              | 26.0                                                                              | 45.5                                                                              | 28.2                                                                              | 24.6                                                                              | 46.0                                                                                | 29.7                                                                                | 27.9                                                                                |
| Incr Delay (d2), s/veh       | 24.4                                                                              | 2.4                                                                               | 0.3                                                                               | 5.3                                                                               | 17.2                                                                              | 0.4                                                                               | 122.9                                                                             | 1.6                                                                               | 0.4                                                                               | 39.2                                                                                | 1.8                                                                                 | 1.9                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 1.4                                                                               | 13.9                                                                              | 4.5                                                                               | 2.4                                                                               | 16.6                                                                              | 3.6                                                                               | 15.3                                                                              | 9.3                                                                               | 1.5                                                                               | 7.1                                                                                 | 9.3                                                                                 | 5.4                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 66.5                                                                              | 28.9                                                                              | 22.7                                                                              | 52.3                                                                              | 48.9                                                                              | 26.5                                                                              | 168.4                                                                             | 29.8                                                                              | 25.0                                                                              | 85.2                                                                                | 31.5                                                                                | 29.8                                                                                |
| LnGrp LOS                    | E                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | D                                                                                 | C                                                                                 | F                                                                                 | C                                                                                 | C                                                                                 | F                                                                                   | C                                                                                   | C                                                                                   |
| Approach Vol, veh/h          | 812                                                                               |                                                                                   |                                                                                   |                                                                                   | 608                                                                               |                                                                                   |                                                                                   |                                                                                   | 774                                                                               |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 38.1                                                                              |                                                                                   |                                                                                   |                                                                                   | 44.9                                                                              |                                                                                   |                                                                                   |                                                                                   | 63.0                                                                              |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                   | E                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                 | 8                                                                                 |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 2.0                                                                               | 36.8                                                                              | 8.8                                                                               | 42.4                                                                              | 14.0                                                                              | 34.8                                                                              | 19.3                                                                              | 31.9                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               | 5.0                                                                               | 6.0                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 7.0                                                                               | 28.0                                                                              | 9.0                                                                               | 34.0                                                                              | 9.0                                                                               | 26.0                                                                              | 15.0                                                                              | 28.0                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 14.4                                                                              | 14.4                                                                              | 4.8                                                                               | 21.6                                                                              | 11.0                                                                              | 14.4                                                                              | 14.3                                                                              | 24.5                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 4.2                                                                               | 0.0                                                                               | 3.7                                                                               | 0.0                                                                               | 4.2                                                                               | 0.0                                                                               | 1.4                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh |                                                                                   |                                                                                   | 46.1                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |

# HCM 7th Signalized Intersection Summary

18: Grand Blvd & Joy St

04/17/2026



| Movement                                                                                           | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
|----------------------------------------------------------------------------------------------------|------|------|------|------|------|------|
| Lane Configurations                                                                                |      |      |      |      |      |      |
| Traffic Volume (veh/h)                                                                             | 15   | 355  | 537  | 173  | 174  | 19   |
| Future Volume (veh/h)                                                                              | 15   | 355  | 537  | 173  | 174  | 19   |
| Initial Q (Qb), veh                                                                                | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.                                                                                    | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)                                                                                | 1.00 |      |      | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj                                                                                   | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach                                                                              |      | No   | No   |      | No   |      |
| Adj Sat Flow, veh/h/ln                                                                             | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h                                                                               | 16   | 386  | 584  | 188  | 189  | 21   |
| Peak Hour Factor                                                                                   | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %                                                                               | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                                                                                         | 36   | 1869 | 967  | 311  | 263  | 234  |
| Arrive On Green                                                                                    | 0.02 | 0.53 | 0.37 | 0.37 | 0.15 | 0.15 |
| Sat Flow, veh/h                                                                                    | 1781 | 3647 | 2738 | 849  | 1781 | 1585 |
| Grp Volume(v), veh/h                                                                               | 16   | 386  | 392  | 380  | 189  | 21   |
| Grp Sat Flow(s), veh/h/ln                                                                          | 1781 | 1777 | 1777 | 1717 | 1781 | 1585 |
| Q Serve(g_s), s                                                                                    | 0.4  | 2.5  | 7.7  | 7.7  | 4.3  | 0.5  |
| Cycle Q Clear(g_c), s                                                                              | 0.4  | 2.5  | 7.7  | 7.7  | 4.3  | 0.5  |
| Prop In Lane                                                                                       | 1.00 |      |      | 0.49 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h                                                                             | 36   | 1869 | 650  | 628  | 263  | 234  |
| V/C Ratio(X)                                                                                       | 0.44 | 0.21 | 0.60 | 0.61 | 0.72 | 0.09 |
| Avail Cap(c_a), veh/h                                                                              | 831  | 2073 | 1037 | 1002 | 1039 | 925  |
| HCM Platoon Ratio                                                                                  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)                                                                                 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh                                                                           | 20.8 | 5.4  | 11.1 | 11.1 | 17.4 | 15.8 |
| Incr Delay (d2), s/veh                                                                             | 8.3  | 0.1  | 1.3  | 1.3  | 3.7  | 0.2  |
| Initial Q Delay(d3), s/veh                                                                         | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln                                                                           | 0.4  | 1.1  | 4.6  | 4.5  | 3.3  | 0.0  |
| Unsig. Movement Delay, s/veh                                                                       |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh                                                                              | 29.1 | 5.5  | 12.3 | 12.4 | 21.1 | 15.9 |
| LnGrp LOS                                                                                          | C    | A    | B    | B    | C    | B    |
| Approach Vol, veh/h                                                                                |      | 402  | 772  |      | 210  |      |
| Approach Delay, s/veh                                                                              |      | 6.4  | 12.4 |      | 20.6 |      |
| Approach LOS                                                                                       |      | A    | B    |      | C    |      |
| Timer - Assigned Phs                                                                               |      | 2    |      | 4    | 5    | 6    |
| Phs Duration (G+Y+Rc), s                                                                           |      | 29.5 |      | 13.3 | 7.9  | 21.7 |
| Change Period (Y+Rc), s                                                                            |      | * 7  |      | 7.0  | 7.0  | 6.0  |
| Max Green Setting (Gmax), s                                                                        |      | * 25 |      | 25.0 | 20.0 | 25.0 |
| Max Q Clear Time (g_c+l1), s                                                                       |      | 4.5  |      | 6.3  | 2.4  | 9.7  |
| Green Ext Time (p_c), s                                                                            |      | 3.4  |      | 0.5  | 0.0  | 5.9  |
| <b>Intersection Summary</b>                                                                        |      |      |      |      |      |      |
| HCM 7th Control Delay, s/veh                                                                       |      |      | 11.9 |      |      |      |
| HCM 7th LOS                                                                                        |      |      | B    |      |      |      |
| <b>Notes</b>                                                                                       |      |      |      |      |      |      |
| * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier. |      |      |      |      |      |      |

# HCM 7th Signalized Intersection Summary

19: E Grand Blvd & Fullerton Ave

04/17/2026



| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          | ↰    | ↱    |      | ↰    | ↱    | ↰    | ↰    | ↱    |      | ↰    | ↱    |      |
| Traffic Volume (veh/h)       | 21   | 36   | 2    | 33   | 37   | 161  | 2    | 249  | 45   | 141  | 291  | 25   |
| Future Volume (veh/h)        | 21   | 36   | 2    | 33   | 37   | 161  | 2    | 249  | 45   | 141  | 291  | 25   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 23   | 39   | 2    | 36   | 0    | 202  | 2    | 271  | 49   | 153  | 316  | 27   |
| Peak Hour Factor             | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 380  | 229  | 12   | 377  | 0    | 412  | 6    | 946  | 169  | 207  | 1418 | 120  |
| Arrive On Green              | 0.13 | 0.13 | 0.13 | 0.13 | 0.00 | 0.13 | 0.00 | 0.31 | 0.31 | 0.12 | 0.43 | 0.43 |
| Sat Flow, veh/h              | 1180 | 1764 | 90   | 1366 | 0    | 3170 | 1781 | 3013 | 537  | 1781 | 3315 | 282  |
| Grp Volume(v), veh/h         | 23   | 0    | 41   | 36   | 0    | 202  | 2    | 158  | 162  | 153  | 168  | 175  |
| Grp Sat Flow(s), veh/h/ln    | 1180 | 0    | 1854 | 1366 | 0    | 1585 | 1781 | 1777 | 1774 | 1781 | 1777 | 1820 |
| Q Serve(g_s), s              | 0.6  | 0.0  | 0.6  | 0.8  | 0.0  | 1.9  | 0.0  | 2.1  | 2.2  | 2.6  | 1.9  | 1.9  |
| Cycle Q Clear(g_c), s        | 0.6  | 0.0  | 0.6  | 1.4  | 0.0  | 1.9  | 0.0  | 2.1  | 2.2  | 2.6  | 1.9  | 1.9  |
| Prop In Lane                 | 1.00 |      | 0.05 | 1.00 |      | 1.00 | 1.00 |      | 0.30 | 1.00 |      | 0.15 |
| Lane Grp Cap(c), veh/h       | 380  | 0    | 241  | 377  | 0    | 412  | 6    | 558  | 557  | 207  | 760  | 778  |
| V/C Ratio(X)                 | 0.06 | 0.00 | 0.17 | 0.10 | 0.00 | 0.49 | 0.36 | 0.28 | 0.29 | 0.74 | 0.22 | 0.22 |
| Avail Cap(c_a), veh/h        | 1153 | 0    | 1455 | 1271 | 0    | 2488 | 1398 | 2232 | 2228 | 839  | 2232 | 2285 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 12.3 | 0.0  | 12.3 | 12.9 | 0.0  | 12.9 | 15.8 | 8.2  | 8.2  | 13.6 | 5.8  | 5.8  |
| Incr Delay (d2), s/veh       | 0.1  | 0.0  | 0.3  | 0.1  | 0.0  | 0.9  | 47.4 | 0.6  | 0.6  | 1.9  | 0.3  | 0.3  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 0.2  | 0.0  | 0.4  | 0.4  | 0.0  | 1.0  | 0.2  | 1.2  | 1.2  | 1.7  | 0.9  | 0.9  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 12.4 | 0.0  | 12.7 | 13.1 | 0.0  | 13.8 | 63.2 | 8.8  | 8.9  | 15.5 | 6.1  | 6.1  |
| LnGrp LOS                    | B    |      | B    | B    |      | B    | E    | A    | A    | B    | A    | A    |
| Approach Vol, veh/h          | 64   |      |      | 238  |      |      | 322  |      |      | 496  |      |      |
| Approach Delay, s/veh        | 12.5 |      |      | 13.7 |      |      | 9.2  |      |      | 9.0  |      |      |
| Approach LOS                 | B    |      |      | B    |      |      | A    |      |      | A    |      |      |
| Timer - Assigned Phs         | 1    | 2    |      | 4    | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 4.1  | 18.6 |      | 9.1  | 7.7  | 15.0 |      | 9.1  |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0  | 5.0  |      | 5.0  | 4.0  | 5.0  |      | 5.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 25.0 | 40.0 |      | 25.0 | 15.0 | 40.0 |      | 25.0 |      |      |      |      |
| Max Q Clear Time (g_c+I), s  | 12.0 | 3.9  |      | 3.9  | 4.6  | 4.2  |      | 2.6  |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 4.3  |      | 0.8  | 0.1  | 4.0  |      | 0.2  |      |      |      |      |

## Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 10.2 |
| HCM 7th LOS                  | B    |

## Notes

User approved volume balancing among the lanes for turning movement.

# HCM 7th Signalized Intersection Summary

20: Rimpau Ave & Magnolia Ave

04/17/2026



| Movement                       | EBL     | EBT  | EBR  | WBL     | WBT  | WBR   | NBL  | NBT  | NBR   | SBL  | SBT  | SBR  |
|--------------------------------|---------|------|------|---------|------|-------|------|------|-------|------|------|------|
| Lane Configurations            | ↰ ↱ ↲ ↴ |      |      | ↰ ↱ ↲ ↴ |      |       | ↰ ↱  | ↱    | ↰ ↱   | ↰ ↱  | ↰ ↱  |      |
| Traffic Volume (veh/h)         | 61      | 620  | 85   | 364     | 814  | 123   | 135  | 255  | 405   | 204  | 291  | 36   |
| Future Volume (veh/h)          | 61      | 620  | 85   | 364     | 814  | 123   | 135  | 255  | 405   | 204  | 291  | 36   |
| Initial Q (Qb), veh            | 0       | 0    | 0    | 0       | 0    | 0     | 0    | 0    | 0     | 0    | 0    | 0    |
| Lane Width Adj.                | 1.00    | 1.00 | 1.00 | 1.00    | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)            | 1.00    |      | 1.00 | 1.00    |      | 1.00  | 1.00 |      | 1.00  | 1.00 |      | 1.00 |
| Parking Bus, Adj               | 1.00    | 1.00 | 1.00 | 1.00    | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach          | No      |      |      | No      |      |       | No   |      |       | No   |      |      |
| Adj Sat Flow, veh/h/ln         | 1870    | 1870 | 1870 | 1870    | 1870 | 1870  | 1870 | 1870 | 1870  | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h           | 66      | 674  | 92   | 396     | 885  | 134   | 147  | 277  | 440   | 222  | 316  | 39   |
| 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, %           | 2       | 2    | 2    | 2       | 2    | 2     | 2    | 2    | 2     | 2    | 2    | 2    |
| Cap, veh/h                     | 440     | 989  | 134  | 858     | 979  | 148   | 179  | 382  | 324   | 249  | 398  | 49   |
| Arrive On Green                | 0.08    | 0.07 | 0.07 | 0.25    | 0.22 | 0.22  | 0.10 | 0.20 | 0.20  | 0.14 | 0.24 | 0.24 |
| Sat Flow, veh/h                | 1781    | 4549 | 615  | 3456    | 4478 | 675   | 1781 | 1870 | 1585  | 1781 | 1633 | 201  |
| Grp Volume(v), veh/h           | 66      | 503  | 263  | 396     | 672  | 347   | 147  | 277  | 440   | 222  | 0    | 355  |
| Grp Sat Flow(s),veh/h/ln       | 1781    | 1702 | 1760 | 1728    | 1702 | 1749  | 1781 | 1870 | 1585  | 1781 | 0    | 1834 |
| Q Serve(g_s), s                | 3.4     | 14.4 | 14.6 | 9.7     | 19.2 | 19.4  | 8.1  | 13.8 | 11.8  | 12.2 | 0.0  | 18.1 |
| Cycle Q Clear(g_c), s          | 3.4     | 14.4 | 14.6 | 9.7     | 19.2 | 19.4  | 8.1  | 13.8 | 11.8  | 12.2 | 0.0  | 18.1 |
| Prop In Lane                   | 1.00    |      | 0.35 | 1.00    |      | 0.39  | 1.00 |      | 1.00  | 1.00 |      | 0.11 |
| Lane Grp Cap(c), veh/h         | 440     | 740  | 383  | 858     | 745  | 383   | 179  | 382  | 324   | 249  | 0    | 448  |
| V/C Ratio(X)                   | 0.15    | 0.68 | 0.69 | 0.46    | 0.90 | 0.91  | 0.82 | 0.72 | 1.36  | 0.89 | 0.00 | 0.79 |
| Avail Cap(c_a), veh/h          | 440     | 885  | 458  | 858     | 749  | 385   | 267  | 617  | 523   | 249  | 0    | 587  |
| HCM Platoon Ratio              | 0.33    | 0.33 | 0.33 | 1.00    | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)             | 0.95    | 0.95 | 0.95 | 1.00    | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 0.94 | 0.00 | 0.94 |
| Uniform Delay (d), s/veh       | 36.2    | 43.0 | 43.1 | 31.9    | 38.0 | 38.1  | 44.1 | 37.2 | 13.2  | 42.2 | 0.0  | 35.4 |
| Incr Delay (d2), s/veh         | 0.1     | 4.7  | 9.3  | 0.4     | 16.3 | 27.7  | 10.1 | 3.7  | 176.3 | 28.5 | 0.0  | 6.2  |
| Initial Q Delay(d3), s/veh     | 0.0     | 0.0  | 0.0  | 0.0     | 0.0  | 0.0   | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln       | 2.7     | 11.3 | 12.3 | 7.3     | 14.6 | 16.6  | 7.3  | 10.9 | 31.2  | 11.6 | 0.0  | 13.4 |
| Unsig. Movement Delay, s/veh   |         |      |      |         |      |       |      |      |       |      |      |      |
| LnGrp Delay(d), s/veh          | 36.2    | 47.7 | 52.4 | 32.3    | 54.3 | 65.8  | 54.2 | 40.9 | 189.4 | 70.7 | 0.0  | 41.6 |
| LnGrp LOS                      | D       | D    | D    | C       | D    | E     | D    | D    | F     | E    |      | D    |
| Approach Vol, veh/h            | 832     |      | 1415 |         |      | 864   |      |      | 577   |      |      |      |
| Approach Delay, s/veh          | 48.3    |      | 51.0 |         |      | 118.8 |      |      | 52.8  |      |      |      |
| Approach LOS                   | D       |      | D    |         |      | F     |      |      | D     |      |      |      |
| Timer - Assigned Phs           | 1       | 2    | 3    | 4       | 5    | 6     | 7    | 8    |       |      |      |      |
| Phs Duration (G+Y+Rc), s       | 19.0    | 25.4 | 28.8 | 26.7    | 15.0 | 29.4  | 28.7 | 26.9 |       |      |      |      |
| Change Period (Y+Rc), s        | 5.0     | 5.0  | 4.0  | 5.0     | 5.0  | 5.0   | 4.0  | 5.0  |       |      |      |      |
| Max Green Setting (Gmax), s    | 14.0    | 33.0 | 8.0  | 26.0    | 15.0 | 32.0  | 12.0 | 22.0 |       |      |      |      |
| Max Q Clear Time (g_c+14.2), s | 14.2    | 15.8 | 11.7 | 16.6    | 10.1 | 20.1  | 5.4  | 21.4 |       |      |      |      |
| Green Ext Time (p_c), s        | 0.0     | 4.6  | 0.0  | 5.1     | 0.1  | 2.2   | 0.0  | 0.5  |       |      |      |      |
| Intersection Summary           |         |      |      |         |      |       |      |      |       |      |      |      |
| HCM 7th Control Delay, s/veh   |         |      | 66.5 |         |      |       |      |      |       |      |      |      |
| HCM 7th LOS                    |         |      | E    |         |      |       |      |      |       |      |      |      |

# HCM 7th Signalized Intersection Summary

21: Magnolia Ave & Fullerton Ave

04/17/2026



| Movement                     | EBL     | EBT  | EBR  | WBL     | WBT  | WBR     | NBL     | NBT     | NBR  | SBL     | SBT  | SBR  |
|------------------------------|---------|------|------|---------|------|---------|---------|---------|------|---------|------|------|
| Lane Configurations          | ↰ ↱ ↲ ↳ |      |      | ↰ ↱ ↲ ↳ |      | ↰ ↱ ↲ ↳ | ↰ ↱ ↲ ↳ | ↰ ↱ ↲ ↳ |      | ↰ ↱ ↲ ↳ |      |      |
| Traffic Volume (veh/h)       | 45      | 551  | 35   | 152     | 656  | 111     | 19      | 139     | 117  | 93      | 174  | 33   |
| Future Volume (veh/h)        | 45      | 551  | 35   | 152     | 656  | 111     | 19      | 139     | 117  | 93      | 174  | 33   |
| Initial Q (Qb), veh          | 0       | 0    | 0    | 0       | 0    | 0       | 0       | 0       | 0    | 0       | 0    | 0    |
| Lane Width Adj.              | 1.00    | 1.00 | 1.00 | 1.00    | 1.00 | 1.00    | 1.00    | 1.00    | 1.00 | 1.00    | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00    |      | 1.00 | 1.00    |      | 1.00    | 1.00    |         | 1.00 | 1.00    |      | 1.00 |
| Parking Bus, Adj             | 1.00    | 1.00 | 1.00 | 1.00    | 1.00 | 1.00    | 1.00    | 1.00    | 1.00 | 1.00    | 1.00 | 1.00 |
| Work Zone On Approach        | No      |      |      | No      |      |         | No      |         |      | No      |      |      |
| Adj Sat Flow, veh/h/ln       | 1870    | 1870 | 1870 | 1870    | 1870 | 1870    | 1870    | 1870    | 1870 | 1870    | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 49      | 599  | 38   | 165     | 713  | 121     | 21      | 151     | 127  | 101     | 189  | 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, %         | 2       | 2    | 2    | 2       | 2    | 2       | 2       | 2       | 2    | 2       | 2    | 2    |
| Cap, veh/h                   | 631     | 1024 | 65   | 736     | 950  | 424     | 39      | 233     | 183  | 125     | 511  | 95   |
| Arrive On Green              | 0.35    | 0.21 | 0.21 | 0.83    | 0.53 | 0.53    | 0.02    | 0.12    | 0.12 | 0.07    | 0.17 | 0.17 |
| Sat Flow, veh/h              | 1781    | 4909 | 309  | 1781    | 3554 | 1585    | 1781    | 1895    | 1485 | 1781    | 2988 | 558  |
| Grp Volume(v), veh/h         | 49      | 414  | 223  | 165     | 713  | 121     | 21      | 141     | 137  | 101     | 111  | 114  |
| Grp Sat Flow(s),veh/h/ln     | 1781    | 1702 | 1815 | 1781    | 1777 | 1585    | 1781    | 1777    | 1603 | 1781    | 1777 | 1770 |
| Q Serve(g_s), s              | 1.8     | 11.0 | 11.1 | 2.0     | 15.6 | 3.2     | 1.2     | 7.6     | 8.2  | 5.6     | 5.5  | 5.7  |
| Cycle Q Clear(g_c), s        | 1.8     | 11.0 | 11.1 | 2.0     | 15.6 | 3.2     | 1.2     | 7.6     | 8.2  | 5.6     | 5.5  | 5.7  |
| Prop In Lane                 | 1.00    |      | 0.17 | 1.00    |      | 1.00    | 1.00    |         | 0.93 | 1.00    |      | 0.32 |
| Lane Grp Cap(c), veh/h       | 631     | 710  | 379  | 736     | 950  | 424     | 39      | 219     | 197  | 125     | 304  | 303  |
| V/C Ratio(X)                 | 0.08    | 0.58 | 0.59 | 0.22    | 0.75 | 0.29    | 0.53    | 0.64    | 0.69 | 0.81    | 0.37 | 0.38 |
| Avail Cap(c_a), veh/h        | 631     | 1277 | 681  | 736     | 1333 | 594     | 143     | 515     | 465  | 125     | 498  | 496  |
| HCM Platoon Ratio            | 1.00    | 1.00 | 1.00 | 2.00    | 2.00 | 2.00    | 1.00    | 1.00    | 1.00 | 1.00    | 1.00 | 1.00 |
| Upstream Filter(I)           | 0.97    | 0.97 | 0.97 | 0.76    | 0.76 | 0.76    | 1.00    | 1.00    | 1.00 | 1.00    | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 21.4    | 35.6 | 35.7 | 5.3     | 20.7 | 10.8    | 48.4    | 41.8    | 42.0 | 45.8    | 36.7 | 36.7 |
| Incr Delay (d2), s/veh       | 0.1     | 3.4  | 6.4  | 0.1     | 4.2  | 1.3     | 10.7    | 4.5     | 6.1  | 31.6    | 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(95%),veh/ln     | 4       | 8.4  | 9.3  | 1.3     | 8.3  | 2.8     | 1.1     | 6.4     | 6.4  | 6.4     | 4.5  | 4.6  |
| Unsig. Movement Delay, s/veh |         |      |      |         |      |         |         |         |      |         |      |      |
| LnGrp Delay(d), s/veh        | 21.5    | 39.0 | 42.1 | 5.4     | 24.8 | 12.1    | 59.1    | 46.2    | 48.2 | 77.4    | 37.7 | 37.8 |
| LnGrp LOS                    | C       | D    | D    | A       | C    | B       | E       | D       | D    | E       | D    | D    |
| Approach Vol, veh/h          | 686     |      |      | 999     |      |         | 299     |         |      | 326     |      |      |
| Approach Delay, s/veh        | 38.8    |      |      | 20.1    |      |         | 48.0    |         |      | 50.0    |      |      |
| Approach LOS                 | D       |      |      | C       |      |         | D       |         |      | D       |      |      |
| Timer - Assigned Phs         | 1       | 2    | 3    | 4       | 5    | 6       | 7       | 8       |      |         |      |      |
| Phs Duration (G+Y+Rc), s     | 17.3    | 45.3 | 26.4 | 6.2     | 22.1 | 39.4    | 32.2    |         |      |         |      |      |
| Change Period (Y+Rc), s      | 4.0     | 5.0  | 4.0  | 5.5     | 4.0  | 5.0     | 4.0     | 5.5     |      |         |      |      |
| Max Green Setting (Gmax), s  | 29.0    | 8.0  | 37.5 | 8.0     | 28.0 | 8.0     | 37.5    |         |      |         |      |      |
| Max Q Clear Time (g_c+I1), s | 10.2    | 4.0  | 13.1 | 3.2     | 7.7  | 3.8     | 17.6    |         |      |         |      |      |
| Green Ext Time (p_c), s      | 0.0     | 2.1  | 0.2  | 7.8     | 0.0  | 1.7     | 0.0     | 9.2     |      |         |      |      |
| Intersection Summary         |         |      |      |         |      |         |         |         |      |         |      |      |
| HCM 7th Control Delay, s/veh | 33.5    |      |      |         |      |         |         |         |      |         |      |      |
| HCM 7th LOS                  | C       |      |      |         |      |         |         |         |      |         |      |      |

# HCM 7th Signalized Intersection Summary

22: Kellog Ave & Magnolia Ave

04/17/2026



| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR  | NBL                                                                               | NBT                                                                               | NBR  | SBL                                                                               | SBT                                                                               | SBR  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Configurations          |  |  |  |  |  |      |  |  |      |  |  |      |
| Traffic Volume (veh/h)       | 36                                                                                | 481                                                                               | 35                                                                                | 62                                                                                | 563                                                                               | 52   | 8                                                                                 | 84                                                                                | 50   | 44                                                                                | 89                                                                                | 35   |
| Future Volume (veh/h)        | 36                                                                                | 481                                                                               | 35                                                                                | 62                                                                                | 563                                                                               | 52   | 8                                                                                 | 84                                                                                | 50   | 44                                                                                | 89                                                                                | 35   |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00 | 1.00                                                                              |                                                                                   | 1.00 | 1.00                                                                              |                                                                                   | 1.00 |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |      | No                                                                                |                                                                                   |      | No                                                                                |                                                                                   |      |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870 | 1870                                                                              | 1870                                                                              | 1870 | 1870                                                                              | 1870                                                                              | 1870 |
| Adj Flow Rate, veh/h         | 39                                                                                | 523                                                                               | 38                                                                                | 67                                                                                | 612                                                                               | 57   | 9                                                                                 | 91                                                                                | 54   | 48                                                                                | 97                                                                                | 38   |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92 | 0.92                                                                              | 0.92                                                                              | 0.92 | 0.92                                                                              | 0.92                                                                              | 0.92 |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2    |
| Cap, veh/h                   | 59                                                                                | 2221                                                                              | 991                                                                               | 85                                                                                | 2103                                                                              | 196  | 20                                                                                | 121                                                                               | 72   | 66                                                                                | 174                                                                               | 68   |
| Arrive On Green              | 0.03                                                                              | 0.62                                                                              | 0.62                                                                              | 0.10                                                                              | 1.00                                                                              | 1.00 | 0.01                                                                              | 0.11                                                                              | 0.11 | 0.04                                                                              | 0.14                                                                              | 0.14 |
| Sat Flow, veh/h              | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                              | 3287                                                                              | 306  | 1781                                                                              | 1100                                                                              | 653  | 1781                                                                              | 1279                                                                              | 501  |
| Grp Volume(v), veh/h         | 39                                                                                | 523                                                                               | 38                                                                                | 67                                                                                | 330                                                                               | 339  | 9                                                                                 | 0                                                                                 | 145  | 48                                                                                | 0                                                                                 | 135  |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1815 | 1781                                                                              | 0                                                                                 | 1753 | 1781                                                                              | 0                                                                                 | 1780 |
| Q Serve(g_s), s              | 2.2                                                                               | 6.5                                                                               | 0.9                                                                               | 3.7                                                                               | 0.0                                                                               | 0.0  | 0.5                                                                               | 0.0                                                                               | 8.0  | 2.7                                                                               | 0.0                                                                               | 7.1  |
| Cycle Q Clear(g_c), s        | 2.2                                                                               | 6.5                                                                               | 0.9                                                                               | 3.7                                                                               | 0.0                                                                               | 0.0  | 0.5                                                                               | 0.0                                                                               | 8.0  | 2.7                                                                               | 0.0                                                                               | 7.1  |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.17 | 1.00                                                                              |                                                                                   | 0.37 | 1.00                                                                              |                                                                                   | 0.28 |
| Lane Grp Cap(c), veh/h       | 59                                                                                | 2221                                                                              | 991                                                                               | 85                                                                                | 1137                                                                              | 1162 | 20                                                                                | 0                                                                                 | 193  | 66                                                                                | 0                                                                                 | 242  |
| V/C Ratio(X)                 | 0.66                                                                              | 0.24                                                                              | 0.04                                                                              | 0.78                                                                              | 0.29                                                                              | 0.29 | 0.46                                                                              | 0.00                                                                              | 0.75 | 0.73                                                                              | 0.00                                                                              | 0.56 |
| Avail Cap(c_a), veh/h        | 107                                                                               | 2221                                                                              | 991                                                                               | 107                                                                               | 1137                                                                              | 1162 | 107                                                                               | 0                                                                                 | 719  | 107                                                                               | 0                                                                                 | 730  |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 2.00                                                                              | 2.00                                                                              | 2.00 | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94 | 1.00                                                                              | 0.00                                                                              | 1.00 | 1.00                                                                              | 0.00                                                                              | 1.00 |
| Uniform Delay (d), s/veh     | 47.8                                                                              | 8.2                                                                               | 7.2                                                                               | 44.7                                                                              | 0.0                                                                               | 0.0  | 49.1                                                                              | 0.0                                                                               | 43.1 | 47.7                                                                              | 0.0                                                                               | 40.4 |
| Incr Delay (d2), s/veh       | 12.0                                                                              | 0.2                                                                               | 0.1                                                                               | 23.9                                                                              | 0.6                                                                               | 0.6  | 15.6                                                                              | 0.0                                                                               | 8.0  | 14.5                                                                              | 0.0                                                                               | 2.8  |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0  | 0.0                                                                               | 0.0                                                                               | 0.0  | 0.0                                                                               | 0.0                                                                               | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 2.1                                                                               | 4.3                                                                               | 0.6                                                                               | 3.8                                                                               | 0.3                                                                               | 0.3  | 0.6                                                                               | 0.0                                                                               | 7.0  | 2.6                                                                               | 0.0                                                                               | 5.9  |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |
| LnGrp Delay(d), s/veh        | 59.8                                                                              | 8.5                                                                               | 7.3                                                                               | 68.6                                                                              | 0.6                                                                               | 0.6  | 64.8                                                                              | 0.0                                                                               | 51.2 | 62.1                                                                              | 0.0                                                                               | 43.2 |
| LnGrp LOS                    | E                                                                                 | A                                                                                 | A                                                                                 | E                                                                                 | A                                                                                 | A    | E                                                                                 |                                                                                   | D    | E                                                                                 |                                                                                   | D    |
| Approach Vol, veh/h          | 600                                                                               |                                                                                   |                                                                                   | 736                                                                               |                                                                                   |      | 154                                                                               |                                                                                   |      | 183                                                                               |                                                                                   |      |
| Approach Delay, s/veh        | 11.8                                                                              |                                                                                   |                                                                                   | 6.8                                                                               |                                                                                   |      | 52.0                                                                              |                                                                                   |      | 48.2                                                                              |                                                                                   |      |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |      | D                                                                                 |                                                                                   |      | D                                                                                 |                                                                                   |      |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6    | 7                                                                                 | 8                                                                                 |      |                                                                                   |                                                                                   |      |
| Phs Duration (G+Y+Rc), s     | 8.8                                                                               | 67.5                                                                              | 5.1                                                                               | 18.6                                                                              | 7.3                                                                               | 69.0 | 7.7                                                                               | 16.0                                                                              |      |                                                                                   |                                                                                   |      |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.0  | 4.0                                                                               | 5.0                                                                               |      |                                                                                   |                                                                                   |      |
| Max Green Setting (Gmax), s  | 6.0                                                                               | 29.0                                                                              | 6.0                                                                               | 41.0                                                                              | 6.0                                                                               | 29.0 | 6.0                                                                               | 41.0                                                                              |      |                                                                                   |                                                                                   |      |
| Max Q Clear Time (g_c+I1), s | 8.5                                                                               | 8.5                                                                               | 2.5                                                                               | 9.1                                                                               | 4.2                                                                               | 2.0  | 4.7                                                                               | 10.0                                                                              |      |                                                                                   |                                                                                   |      |
| Green Ext Time (p_c), s      | 0.0                                                                               | 6.3                                                                               | 0.0                                                                               | 1.1                                                                               | 0.0                                                                               | 8.5  | 0.0                                                                               | 1.2                                                                               |      |                                                                                   |                                                                                   |      |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |
| HCM 7th Control Delay, s/veh | 17.3                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |
| HCM 7th LOS                  | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |

# HCM 7th Signalized Intersection Summary

23: Magnolia Ave & Ontario Ave

04/17/2026

|                                                                                                               |  |  |  |  |  |  |  |  |   |  |  |  |
|---------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                                                                                      | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                                | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations                                                                                           |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)                                                                                        | 263                                                                               | 752                                                                               | 51                                                                                | 116                                                                               | 672                                                                               | 49                                                                                | 82                                                                                | 286                                                                               | 88                                                                                 | 59                                                                                  | 349                                                                                 | 220                                                                                 |
| Future Volume (veh/h)                                                                                         | 263                                                                               | 752                                                                               | 51                                                                                | 116                                                                               | 672                                                                               | 49                                                                                | 82                                                                                | 286                                                                               | 88                                                                                 | 59                                                                                  | 349                                                                                 | 220                                                                                 |
| Initial Q (Qb), veh                                                                                           | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.                                                                                               | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)                                                                                           | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj                                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                                                                                         | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                    | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln                                                                                        | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                               | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h                                                                                          | 286                                                                               | 817                                                                               | 0                                                                                 | 126                                                                               | 730                                                                               | 0                                                                                 | 89                                                                                | 311                                                                               | 96                                                                                 | 64                                                                                  | 379                                                                                 | 239                                                                                 |
| 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, %                                                                                          | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                                                                                                    | 405                                                                               | 1713                                                                              |                                                                                   | 216                                                                               | 1433                                                                              |                                                                                   | 114                                                                               | 876                                                                               | 391                                                                                | 81                                                                                  | 809                                                                                 | 361                                                                                 |
| Arrive On Green                                                                                               | 0.12                                                                              | 0.34                                                                              | 0.00                                                                              | 0.06                                                                              | 0.28                                                                              | 0.00                                                                              | 0.06                                                                              | 0.25                                                                              | 0.25                                                                               | 0.05                                                                                | 0.23                                                                                | 0.23                                                                                |
| Sat Flow, veh/h                                                                                               | 3456                                                                              | 5106                                                                              | 1585                                                                              | 3456                                                                              | 5274                                                                              | 0                                                                                 | 1781                                                                              | 3554                                                                              | 1585                                                                               | 1781                                                                                | 3554                                                                                | 1585                                                                                |
| Grp Volume(v), veh/h                                                                                          | 286                                                                               | 817                                                                               | 0                                                                                 | 126                                                                               | 730                                                                               | 0                                                                                 | 89                                                                                | 311                                                                               | 96                                                                                 | 64                                                                                  | 379                                                                                 | 239                                                                                 |
| Grp Sat Flow(s),veh/h/ln                                                                                      | 1728                                                                              | 1702                                                                              | 1585                                                                              | 1728                                                                              | 1702                                                                              | 0                                                                                 | 1781                                                                              | 1777                                                                              | 1585                                                                               | 1781                                                                                | 1777                                                                                | 1585                                                                                |
| Q Serve(g_s), s                                                                                               | 4.7                                                                               | 7.5                                                                               | 0.0                                                                               | 2.1                                                                               | 7.2                                                                               | 0.0                                                                               | 2.9                                                                               | 4.3                                                                               | 2.9                                                                                | 2.1                                                                                 | 5.5                                                                                 | 8.2                                                                                 |
| Cycle Q Clear(g_c), s                                                                                         | 4.7                                                                               | 7.5                                                                               | 0.0                                                                               | 2.1                                                                               | 7.2                                                                               | 0.0                                                                               | 2.9                                                                               | 4.3                                                                               | 2.9                                                                                | 2.1                                                                                 | 5.5                                                                                 | 8.2                                                                                 |
| Prop In Lane                                                                                                  | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h                                                                                        | 405                                                                               | 1713                                                                              |                                                                                   | 216                                                                               | 1433                                                                              |                                                                                   | 114                                                                               | 876                                                                               | 391                                                                                | 81                                                                                  | 809                                                                                 | 361                                                                                 |
| V/C Ratio(X)                                                                                                  | 0.71                                                                              | 0.48                                                                              |                                                                                   | 0.58                                                                              | 0.51                                                                              |                                                                                   | 0.78                                                                              | 0.36                                                                              | 0.25                                                                               | 0.79                                                                                | 0.47                                                                                | 0.66                                                                                |
| Avail Cap(c_a), veh/h                                                                                         | 753                                                                               | 2954                                                                              |                                                                                   | 811                                                                               | 3040                                                                              |                                                                                   | 269                                                                               | 2026                                                                              | 904                                                                                | 269                                                                                 | 2026                                                                                | 904                                                                                 |
| HCM Platoon Ratio                                                                                             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)                                                                                            | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh                                                                                      | 25.3                                                                              | 15.7                                                                              | 0.0                                                                               | 27.2                                                                              | 18.0                                                                              | 0.0                                                                               | 27.5                                                                              | 18.6                                                                              | 18.0                                                                               | 28.2                                                                                | 19.9                                                                                | 20.9                                                                                |
| Incr Delay (d2), s/veh                                                                                        | 0.8                                                                               | 0.3                                                                               | 0.0                                                                               | 0.9                                                                               | 0.4                                                                               | 0.0                                                                               | 4.2                                                                               | 0.2                                                                               | 0.3                                                                                | 6.3                                                                                 | 0.4                                                                                 | 2.1                                                                                 |
| Initial Q Delay(d3), s/veh                                                                                    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln                                                                                      | 8.4                                                                               | 4.8                                                                               | 0.0                                                                               | 1.5                                                                               | 4.7                                                                               | 0.0                                                                               | 2.4                                                                               | 3.0                                                                               | 1.8                                                                                | 1.8                                                                                 | 3.9                                                                                 | 5.4                                                                                 |
| Unsig. Movement Delay, s/veh                                                                                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                                                                                         | 26.2                                                                              | 16.0                                                                              | 0.0                                                                               | 28.1                                                                              | 18.4                                                                              | 0.0                                                                               | 31.7                                                                              | 18.8                                                                              | 18.3                                                                               | 34.5                                                                                | 20.3                                                                                | 23.0                                                                                |
| LnGrp LOS                                                                                                     | C                                                                                 | B                                                                                 |                                                                                   | C                                                                                 | B                                                                                 |                                                                                   | C                                                                                 | B                                                                                 | B                                                                                  | C                                                                                   | C                                                                                   | C                                                                                   |
| Approach Vol, veh/h                                                                                           | 1103                                                                              |                                                                                   |                                                                                   | 856                                                                               |                                                                                   |                                                                                   | 496                                                                               |                                                                                   |                                                                                    | 682                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh                                                                                         | 18.6                                                                              |                                                                                   |                                                                                   | 19.8                                                                              |                                                                                   |                                                                                   | 21.0                                                                              |                                                                                   |                                                                                    | 22.6                                                                                |                                                                                     |                                                                                     |
| Approach LOS                                                                                                  | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs                                                                                          | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                 | 8                                                                                 |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                                                                                      | 7.7                                                                               | 25.5                                                                              | 7.8                                                                               | 18.6                                                                              | 11.0                                                                              | 22.2                                                                              | 6.7                                                                               | 19.7                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                                                                                       | 4.0                                                                               | 5.5                                                                               | 4.0                                                                               | 5.0                                                                               | 4.0                                                                               | 5.5                                                                               | 4.0                                                                               | 5.0                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s                                                                                   | 14.0                                                                              | 34.5                                                                              | 9.0                                                                               | 34.0                                                                              | 13.0                                                                              | 35.5                                                                              | 9.0                                                                               | 34.0                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I), s                                                                                   | 14.5                                                                              | 9.5                                                                               | 4.9                                                                               | 10.2                                                                              | 6.7                                                                               | 9.2                                                                               | 4.1                                                                               | 6.3                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                                                                                       | 0.1                                                                               | 8.4                                                                               | 0.0                                                                               | 3.4                                                                               | 0.3                                                                               | 7.6                                                                               | 0.0                                                                               | 2.4                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                                                                                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh                                                                                  | 20.2                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| Notes                                                                                                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |
| Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |

## ***Appendix C***

### ***Aquatic Center Trip Generation Development***



# **AQUATIC CENTER TRIP GENERATION ESTIMATES**

*Trip Generation Manual, 12<sup>th</sup> Edition* (Institute of Transportation Engineers, 2025) does not provide trip rates specific to an aquatic center like that proposed at the Project Site. Therefore, a trip generation study was prepared to develop the appropriate trip generation rates for use in estimating Project Site trips. This Appendix summarizes the process and results of the trip generation study.

## **DATA COLLECTION**

The trip generation study reviewed four municipal aquatic facilities located in Southern California that were selected by City staff and determined to be comparable to the proposed City Park Aquatic Center. The selected facilities included:

- Community Services, Community Recreation Center in Temecula, CA
- Westwind Community & Aquatic Center in Ontario, CA
- Rialto Fitness Center, Tom Sawyer Swimming Pool in Rialto, CA
- Santa Ana Community Services, Jerome Pool in Santa Ana, CA

Each of the selected aquatic facilities are currently operating as part of a municipal community recreation center.

## **Operational Information**

In order to understand the operational characteristics and isolate the aquatic uses from the other community recreation uses, operational data was requested from each facility with assistance from the respective staff. The operational data included: .

- Size of facility (i.e. building footprint in square feet and pool capacity in gallons)
- Program schedule(s) for Summer 2025 sessions

- Program statistics (e.g. number of classes, class attendance capacities, instructors per class, open/non-programmed session participation trends, seasonal trends, etc.)
- Operational capacities (e.g. person limit in the water)
- Operating hours
- Staffing information (e.g. staffing levels and shift schedules, etc.)
- Other general facility observations

The general characteristics of the studied facilities indicated that each facility was open Monday through Friday generally between 8:00AM and 8:00PM. During these times, a combination of programmed classes and open/non-programmed open swim sessions were offered. Each facility was also open on Saturday generally between 9:00AM and 5:00PM but with variable operating times. Saturdays were generally comprised of open/non-programmed sessions with limited programming.

### **Facility Observations/Operational Assumptions**

Further qualitative information was provided by the respective facilities to develop operational assumptions for the trip generation rate development:

- Staff at each facility noted that scheduling during a summer session generally represented peak operating conditions during the year. Non-peak operations were generally variable among the facilities due to facility characteristics (e.g., indoor vs outdoor pool), but overall activity generally dropped when local schools were in session.
- Due to the variability of weekday programming, staff also provided input on the typical operating day of their respective facilities. Those days that offered a typical number of programmed classes/open sessions were identified as typical days versus those days that offered a reduced number of programmed classes/open sessions and/or third-party usage.
- Each facility generally scheduled classes during weekday mornings and afternoons and had open sessions during the midday to accommodate users. Programming on Saturdays tended to have fewer classes than weekdays with open sessions offered during the midday to afternoon period.
- Staff at each facility provided qualitative observations of the typical arrival/departure patterns for class participants and open session attendees. Participants generally arrived an average of 30 minutes prior to scheduled classes/sessions and generally departed

within 30 minutes after the end of the scheduled classes/sessions. This general pattern was used to identify the potential arrival/departure overlap for concurrently or sequentially scheduled classes/sessions at the Project Site.

- Staff at each facility also noted that children's classes often were attended by multiple family members or friend groups arriving in the same vehicle, and some staff also carpooled. Therefore, the number of vehicle arrivals was lower than the number of participants and staff. Based on discussion of this characteristic with City staff, an Average Vehicle Ridership (AVR) of 1.2 was selected as an appropriate adjustment factor to account for the potential of multiple persons arriving as part of a single party or carpooling. With application of this AVR factor, each person-trip to or from the Project Site would equate to 0.83 vehicle trips on average.

## **TRIP GENERATION RATE DEVELOPMENT**

Typical peak season weekday and Saturday activity levels were developed based on review of the programming and staffing schedules at each facility. Class attendance limits were used to identify typical participant levels throughout the day. The typical participant arrival and departure patterns described above (i.e., arrival 30 minutes prior to a session and departure within 30 minutes following a session) were applied to the programming schedule to estimate person-trips to and from an aquatic facility on a daily basis and during the specific analyzed peak hours. Finally, the number of person-trips was converted to vehicle trips by applying the 1.2 AVR adjustment factor. The results of this process are summarized below and in Table C-1 for each of the four facilities.

### **Individual Site Trip Generation Findings**

Trip generation rates were developed for each facility on weekdays and Saturdays and during the analyzed peak hours (i.e., weekday morning and afternoon peak hours and Saturday midday peak hour) using the process described above. The rates are based on each facility's total daily participant capacity in accordance with their programming schedules. The following summarizes the findings of each site.

### Community Services Community Recreation Center – Temecula

The operating hours of this facility are generally Monday through Friday, 9:00 AM to 7:00 PM, and Saturday, 1:00 PM to 5:00 PM. The weekday programming reflects a combination of scheduled classes and open session during the day. Saturdays only offer open session, with no scheduled classes. Review of the class schedule indicated a total programmed capacity of 700 persons with 80 employees on a typical weekday and 220 persons with 11 employees on Saturday. The following trip generation characteristics were developed from review of the class and employee shift schedules:

- Weekday daily – 1.86 trips per person
- Weekday morning peak hour – 0.14 trips per person, 67% inbound & 33% outbound
- Weekday afternoon peak hour – 0.17 trips per person, 54% inbound & 46% outbound
- Saturday daily – 1.83 trips per person
- Saturday midday peak hour – 0.92 trips per person, 90% inbound & 10% outbound

### Westwind Community & Aquatic Center – Ontario

The operating hours of this facility are generally Monday through Friday, 9:30 AM to 7:30 PM, and Saturday, 12:00 PM to 3:00 PM. The weekday programming reflects a combination of scheduled classes and open session during the day. Saturdays only offer open session, with no scheduled classes. Review of the class schedule indicated a total programmed capacity of 336 persons with 17 employees on a typical weekday and 200 persons with four employees on Saturdays. The following trip generation characteristics were developed from review of the class and employee shift schedules:

- Weekday daily – 1.75 trips per person
- Weekday morning peak hour – 0.06 trips per person, 100% inbound
- Weekday afternoon peak hour – 0.13 trips per person, 43% inbound & 57% outbound
- Saturday daily – 1.70 trips per person
- Saturday midday peak hour – 0.83 trips per person, 50% inbound & 50% outbound

#### Rialto Fitness Center, Tom Sawyer Swimming Pool – Rialto

The operating hours of this facility are generally Monday through Friday, 8:00 AM to 7:30 PM, and Saturday, 9:00 AM to 4:30 PM. The weekday programming reflects a combination of scheduled classes and open session during the day. The Saturday programming reflects morning classes and midday to afternoon open sessions. Review of the class schedule indicated a total programmed capacity of 263 persons with 12 employees on a typical weekday and 115 persons with nine employees on Saturday. The following trip generation characteristics were developed from review of the class and employee shift schedules:

- Weekday daily – 1.74 trips per person
- Weekday morning peak hour – 0.14 trips per person , 58% inbound & 42% outbound
- Weekday afternoon peak hour – 0.28 trips per person, 21% inbound & 79% outbound
- Saturday daily – 1.77 trips per person
- Saturday midday peak hour – 0.43 trips per person, 50% inbound & 50% outbound

#### Santa Ana Community Services, Jerome Pool – Santa Ana

The operating hours of this facility are generally Monday through Friday, 7:30 AM to 8:00 PM, and Saturday, 1:00 PM to 3:30 PM. The weekday programming reflects a combination of scheduled classes and open session during the day. Saturdays only offer open session, with no scheduled classes. Review of the class schedule indicated a total programmed capacity of 452 persons with 16 employees on a typical weekday and 125 persons with four employees on Saturday. The following trip generation characteristics were developed from review of the class and employee shift schedules:

- Weekday daily – 1.75 trips per person
- Weekday morning peak hour – 0.10 trips per person, 47% inbound & 53% outbound
- Weekday afternoon peak hour – 0.37 trips per person, 61% inbound & 39% outbound
- Saturday daily – 1.73 trips per person
- Saturday midday peak hour – 0.86 trips per person, 100% inbound

### **Facility Average Trip Generation Rates**

Based on the trip generation findings described above, the trip rates represent a typical weekday and Saturday of operation for a municipal aquatic center during peak season conditions. Average trip rates were calculated and expressed as trips per person, based on the daily programming capacity:

- Weekday daily – 1.78 trips per person
- Weekday morning peak hour – 0.11 trips per person, 68% inbound & 32% outbound
- Weekday afternoon peak hour – 0.24 trips per person, 45% inbound & 55% outbound
- Saturday daily – 1.76 trips per person
- Saturday midday peak hour – 0.76 trips per person, 73% inbound & 27% outbound

The development of the trip generation at each of the studied facilities is detailed in Exhibit C-1.

### **PROJECT TRIP GENERATION ESTIMATES**

The proposed programming for the City Park Aquatic Center was developed by City staff and used to develop the Project trip generation estimate. The key characteristics included:

- The weekday programming included scheduled classes and open sessions offered throughout the day (generally comparable to the studied facilities).
- The weekday programming capacity was identified as 500 persons.
- The Saturday programming included a combination of scheduled classes and open sessions throughout the day. However, the midday period included scheduled classes where the studied facilities did not offer classes during that period.
- The Saturday programming capacity was identified as 562 persons.
- The off-peak season demand for programming was generally estimated by City staff, in conjunction with a review of the data from the four study locations, to be approximately 20% less than the peak season (or 80% of the peak season).

### **Applicability of Average Trip Rates**

Consistent with the four surveyed sites, the Project's proposed schedule includes a combination of open swim and scheduled programming on weekdays. Therefore, based on a review by City staff, the facility average weekday trip generation rates were considered applicable to the Project. Similarly, the facility average Saturday daily rate was considered applicable as the various facilities included open swim and some included some scheduled programming.

However, the Project's proposed schedule includes additional Saturday programming (as opposed to only open sessions), including through the midday peak period. None of the four facilities offered scheduled classes through the midday peak period. Therefore, in consultation with City staff, the facility average Saturday midday rate was determined not to be directly applicable to Project based on the Project's proposed midday Saturday class schedule. For the purposes of this analysis, therefore, an alternate trip generation rate was developed for the Saturday midday peak hour.

### **Alternative Saturday Midday Peak Hour Rate**

The alternate midday trip generation rate was developed using the same methodology described above based on the Project's proposed Saturday class schedule around the midday period. The class capacities along with the arrival/departure patterns and AVR described above were used to estimate the proportion of midday peak hour trips to Saturday daily trips. This proportion was used to calculate the midday peak hour trip rate as 0.24 trips per person with 50% inbound & 50% outbound. City staff reviewed this rate and determined it was applicable for estimating Project trip generation during the Saturday midday peak period.

### **Peak vs. Off-Peak Trip Rates**

The rates developed above are all based on peak season activity levels. To be more consistent with typical operating conditions as well as conditions when the traffic counts were collected (i.e., during the school year), City staff directed the development of off-peak season trip generation estimates for the Project. As noted above, the City identified the off-peak season activity levels

as being 20% lower than peak season. Therefore, this adjustment was applied to the peak season trip generation rates. The resulting off-peak season trip generation rates are:

- Weekday daily – 1.424 trips per person
- Weekday morning peak hour – 0.088 trips per person, 68% inbound & 32% outbound
- Weekday afternoon peak hour – 0.192 trips per person, 45% inbound & 55% outbound
- Saturday daily – 1.408 trips per person
- Saturday midday peak hour – 0.189 trips per person, 73% inbound & 27% outbound

### **Project Trip Generation Estimates**

Project trip generation estimates were calculated by applying the peak season and off-peak season trip generation rates described above to the weekday and Saturday facility capacities (500 and 562 persons, respectively). The resulting Project trip generation estimates are summarized below and detailed in Table C-2.

#### **Peak Season Operation**

- Weekday daily – 979 trips
- Weekday morning peak hour – 61 trips, 41 inbound & 20 outbound
- Weekday afternoon peak hour – 132 trips, 59 inbound & 73 outbound
- Saturday daily – 989 trips
- Saturday midday peak hour – 133 trips, 66 inbound & 67 outbound

#### **Off-Peak Season Operation**

- Weekday daily – 783 trips
- Weekday morning peak hour – 48 trips, 33 inbound & 15 outbound
- Weekday afternoon peak hour – 106 trips, 48 inbound & 58 outbound
- Saturday daily – 791 trips
- Saturday midday peak hour – 106 trips, 53 inbound & 53 outbound



**TABLE C-1  
TRIP GENERATION RATE DEVELOPMENT  
SELECTED AQUATIC FACILITIES**

| Facility Location                                                             | Trip Generation Rates of Selected Facilities [a] |              |            |             |              |            |             |             |                  |            |             |
|-------------------------------------------------------------------------------|--------------------------------------------------|--------------|------------|-------------|--------------|------------|-------------|-------------|------------------|------------|-------------|
|                                                                               | Daily                                            | AM Peak Hour |            |             | PM Peak Hour |            |             | Saturday    | Midday Peak Hour |            |             |
|                                                                               |                                                  | In           | Out        | Total       | In           | Out        | Total       |             | In               | Out        | Total       |
| <b><u>Temecula, CA</u></b><br>Community Services, Community Recreation Center | 1.86                                             | 67%          | 33%        | 0.14        | 54%          | 46%        | 0.17        | 1.83        | 90%              | 10%        | 0.92        |
| <b><u>Ontario, CA</u></b><br>Westwind Community & Aquatic Center              | 1.75                                             | 100%         | 0%         | 0.06        | 43%          | 57%        | 0.13        | 1.70        | 50%              | 50%        | 0.83        |
| <b><u>Rialto, CA</u></b><br>Rialto Fitness Center, Tom Sawyer Swimming Pool   | 1.74                                             | 58%          | 42%        | 0.14        | 21%          | 79%        | 0.28        | 1.77        | 50%              | 50%        | 0.43        |
| <b><u>Santa Ana, CA</u></b><br>Santa Ana Community Serices, Jerome Pool       | 1.75                                             | 47%          | 53%        | 0.10        | 61%          | 39%        | 0.37        | 1.73        | 100%             | 0%         | 0.86        |
| <b>Average Trip Generation Rate (peak conditions)</b>                         | <b>1.78</b>                                      | <b>68%</b>   | <b>32%</b> | <b>0.11</b> | <b>45%</b>   | <b>55%</b> | <b>0.24</b> | <b>1.76</b> | <b>73%</b>       | <b>27%</b> | <b>0.76</b> |

**Notes:**

Trip generation rates developed from attendance/programming data provided by the noted facilities for the summer 2025 session (generally June-August). All rates represent peak/summer operating conditions.

[a] Trip generation rates calculated based on the facility's programmed capacity (persons) on weekdays and weekends.

**TABLE C-2**  
**TRIP GENERATION ESTIMATE**  
**CITY PARK AQUATIC CENTER - PEAK & OFF-PEAK SEASON**

| Land Use                                                                                 | Size                       | Weekday  |              |         |         |              |         |          | Saturday |                  |         |          |
|------------------------------------------------------------------------------------------|----------------------------|----------|--------------|---------|---------|--------------|---------|----------|----------|------------------|---------|----------|
|                                                                                          |                            | Daily    | AM Peak Hour |         |         | PM Peak Hour |         |          | Daily    | Midday Peak Hour |         |          |
|                                                                                          |                            |          | In           | Out     | Total   | In           | Out     | Total    |          | In               | Out     | Total    |
| Peak Season                                                                              |                            |          |              |         |         |              |         |          |          |                  |         |          |
| Trip Generation Rate (Peak Season)                                                       | per person                 | 1.78     | 68%          | 32%     | 0.11    | 45%          | 55%     | 0.24     | 1.76     | 50%              | 50%     | 0.24     |
| Trip Generation Estimate (Peak Season)<br>Weekday Programming<br>Weekend Programming     | 550 persons<br>562 persons | 979<br>- | 41<br>-      | 20<br>- | 61<br>- | 59<br>-      | 73<br>- | 132<br>- | -<br>989 | -<br>67          | -<br>66 | -<br>133 |
| Off-Peak Season                                                                          |                            |          |              |         |         |              |         |          |          |                  |         |          |
| Trip Generation Rate (Off-peak Season)                                                   | per person                 | 1.424    | 68%          | 32%     | 0.088   | 45%          | 55%     | 0.192    | 1.408    | 50%              | 50%     | 0.189    |
| Trip Generation Estimate (Off-Peak Season)<br>Weekday Programming<br>Weekend Programming | 550 persons<br>562 persons | 783<br>- | 33<br>-      | 15<br>- | 48<br>- | 48<br>-      | 58<br>- | 106<br>- | -<br>791 | -<br>53          | -<br>53 | -<br>106 |

**EXHIBIT C-1**

Location: Temecula, CA  
Facility: Community Recreation Center

**SCHEDULE**

|    |       | WEEKDAY                                          | SATURDAY                           |
|----|-------|--------------------------------------------------|------------------------------------|
| AM | 7:00  |                                                  |                                    |
|    | 7:30  |                                                  |                                    |
|    | 8:00  |                                                  |                                    |
|    | 8:30  | 80 employees arrive                              |                                    |
|    | 9:00  | 7 classes @ 38 students total (9:10am)           |                                    |
|    | 9:30  | 7 classes @ 38 students total (9:45am, 9:55am)   |                                    |
|    | 10:00 | 5 classes @ 26 students total (10:20am)          |                                    |
|    | 10:30 | 6 classes @ 40 students total (10:40am, 10:55am) |                                    |
|    | 11:00 | 2 classes @ 12 students total (11:25am)          |                                    |
|    | 11:30 | 5 classes @ 26 students total                    |                                    |
| PM | NOON  | public swim @ 312 attendees total                |                                    |
|    | 12:30 |                                                  | 11 employees arrive                |
|    | 1:00  |                                                  | public swim @ 220 maximum capacity |
|    | 1:30  |                                                  |                                    |
|    | 2:00  |                                                  |                                    |
|    | 2:30  |                                                  |                                    |
|    | 3:00  |                                                  |                                    |
|    | 3:30  |                                                  |                                    |
|    | 4:00  | 7 classes @ 38 students total                    |                                    |
|    | 4:30  | 7 classes @ 40 students total (4:35pm, 4:45pm)   |                                    |
|    | 5:00  | 5 classes @ 26 students total (5:10pm)           | 11 employees leave                 |
|    | 5:30  | 7 classes @ 40 students total (5:30pm, 5:45pm)   |                                    |
|    | 6:00  | 7 classes @ 38 students total (6:15pm, 6:20pm)   |                                    |
|    | 6:30  | 5 classes @ 26 students total (6:55pm)           |                                    |
|    | 7:00  |                                                  |                                    |
|    | 7:30  | 80 employees leave                               |                                    |
|    | 8:00  |                                                  |                                    |
|    | 8:30  |                                                  |                                    |

**WEEKDAY TRIPS**

| IN  | OUT | IN  | OUT |
|-----|-----|-----|-----|
|     |     |     |     |
| 67  |     |     |     |
| 32  |     |     |     |
| 32  | 32  |     |     |
| 22  | 32  |     |     |
| 33  | 22  |     |     |
| 32  | 33  |     |     |
|     | 10  |     |     |
| 260 | 22  | 9   |     |
|     |     | 183 | 18  |
|     |     |     |     |
| 32  | 260 |     |     |
| 33  |     |     |     |
| 22  | 32  |     |     |
| 33  | 33  |     | 183 |
| 32  | 22  |     | 9   |
| 22  | 33  |     |     |
|     | 32  |     |     |
|     | 22  |     |     |
|     | 67  |     |     |

**SATURDAY TRIPS**

| WEEKDAY                                                                                                                                                                                                                | SATURDAY                                                                                                                          |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|
| AM Peak Hour: 9-10am<br>32 in - 9:10 classes<br>32 out - 9:10 classes<br>32 in - 9:45, 9:55 classes<br><b>96 total AM trips</b><br>700 programmed capacity<br><b>0.14 AM rate</b>                                      | Saturday Daily Rate<br>403 total Sat trips<br>220 programmed capacity<br><b>1.83 Daily Rate</b>                                   |
| In Out Tot<br>64 32 96<br>dist 67% 33% 100%                                                                                                                                                                            | SAT Peak Hour: 12:30-1:30pm<br>183 in - public swim<br>18 out - public swim<br>220 programmed capacity<br><b>0.92 MIDDAY Rate</b> |
| PM Peak Hour: 5-6pm<br>33 in - 5:30, 5:45 classes<br>32 in - 6:15, 6:20 classes<br>33 out - 4:35, 4:45 classes<br>22 out - 5:10 classes<br><b>120 total PM trips</b><br>700 programmed capacity<br><b>0.17 PM Rate</b> | In Out Tot<br>183 18 201<br>dist 90% 10% 100%                                                                                     |
| In Out Tot<br>65 55 120<br>dist 54% 46% 100%                                                                                                                                                                           |                                                                                                                                   |
| Weekday Daily Rate<br>1300 total weekday trips<br>700 programmed capacity<br><b>1.86 Daily Rate</b>                                                                                                                    |                                                                                                                                   |

Notes:

Classes start at listed time unless otherwise noted; attendees are assumed to arrive prior to start times.

All class durations of 30 minutes.

Employees: 80

Size of Pool: 239,000 gallons

Data is derived from peak season (summer) operations as provided by the facility.

Swim lesson and public swim session attendance assumes 1.2 average vehicle ridership.

Staffing estimated based on 5% of maximum capacity of 220, based on operational requirements.

**SCHEDULE**

|           |       | WEEKDAY [a]                                             | SATURDAY           |
|-----------|-------|---------------------------------------------------------|--------------------|
| <b>AM</b> | 7:00  |                                                         |                    |
|           | 7:30  |                                                         |                    |
|           | 8:00  |                                                         |                    |
|           | 8:30  |                                                         |                    |
|           | 9:00  | 9 employees arrive                                      |                    |
|           | 9:30  |                                                         |                    |
|           | 10:00 | 1 class @ 16 attendees (10:10am)                        |                    |
|           | 10:30 | 1 class @ 13 attendees (10:40am)                        |                    |
|           | 11:00 |                                                         |                    |
|           | 11:30 |                                                         | 4 employees arrive |
| <b>PM</b> | NOON  | public swim (11:20am-1:20pm) @ 256<br>4 employees leave |                    |
|           | 12:30 |                                                         | public swim @ 100  |
|           | 1:00  |                                                         |                    |
|           | 1:30  |                                                         |                    |
|           | 2:00  |                                                         | public swim @ 100  |
|           | 2:30  | 1 employee arrives                                      |                    |
|           | 3:00  | 7 employees arrive                                      | 4 employees leave  |
|           | 3:30  | 5 employees leave, 1 class @ 2 attendees (3:40pm)       |                    |
|           | 4:00  | 1 class @ 7 attendees (4:20pm)                          |                    |
|           | 4:30  |                                                         |                    |
|           | 5:00  | class @ 21                                              |                    |
|           | 5:30  | class @ 21 (5:40pm)                                     |                    |
|           | 6:00  |                                                         |                    |
|           | 6:30  |                                                         |                    |
|           | 7:00  |                                                         |                    |
|           | 7:30  |                                                         |                    |
|           | 8:00  | 8 employees leave                                       |                    |
|           | 8:30  |                                                         |                    |

**WEEKDAY TRIPS**

| IN  | OUT | IN | OUT |
|-----|-----|----|-----|
|     |     |    |     |
| 8   |     |    |     |
| 13  |     |    |     |
|     |     |    |     |
| 11  | 13  |    |     |
| 213 |     |    |     |
|     | 11  | 3  |     |
|     | 3   | 83 |     |
|     |     |    |     |
|     | 213 | 83 | 83  |
|     |     |    |     |
| 1   |     |    | 83  |
| 8   |     |    | 3   |
|     | 4   |    |     |
| 6   | 2   |    |     |
| 18  |     |    |     |
|     | 6   |    |     |
| 18  | 18  |    |     |
|     |     |    |     |
|     | 18  |    |     |
|     |     |    |     |
|     | 7   |    |     |

**SATURDAY TRIPS**

| WEEKDAY                                                                                                                                                             | SATURDAY                                                                                                                            |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|
| AM Peak Hour: 9:00-10:00am<br>8 in - employees<br>13 in - 10:10 class<br><b>21 total AM trips</b><br>336 programmed capacity<br>0.06 AM rate                        | Saturday Daily Rate<br>340 total Sat trips<br>200 programmed capacity<br>1.70 Daily Rate                                            |
| In Out Tot<br>21 0 21<br>dist 100% 0% 100%                                                                                                                          | SAT Peak Hour: 1:00-2:00pm<br>83 in - 1:30 public swim<br>83 out - 12:00 public swim<br>200 programmed capacity<br>0.83 MIDDAY Rate |
| PM Peak Hour: 5-6pm<br>6 out - 5:35 classes<br>18 in - 6:15 classes<br>18 out - 6:15 classes<br><b>42 total PM trips</b><br>336 programmed capacity<br>0.13 PM Rate | In Out Tot<br>83 83 166<br>dist 50% 50% 100%                                                                                        |
| Weekday Daily Rate<br>589 total weekday trips<br>336 programmed capacity<br>1.75 Daily Rate                                                                         |                                                                                                                                     |

Notes:

Classes start at listed time unless otherwise noted; attendees are assumed to arrive prior to start times.  
All class durations of 30 minutes. Water aerobics duration 60 minutes. Lap swim duration estimated 60 minutes.  
Employees: 17  
Size of Pools: 71,900 gallons  
Data is derived from peak season (summer) operations as provided by the facility.  
Swim lesson and public swim session attendance assumes 1.2 average vehicle ridership.

| SCHEDULE |       |                     |                    | WEEKDAY TRIPS |     | SATURDAY TRIPS |     | CALCULATIONS              |  |                            |  |
|----------|-------|---------------------|--------------------|---------------|-----|----------------|-----|---------------------------|--|----------------------------|--|
|          |       | WEEKDAY [a]         | SATURDAY           | IN            | OUT | IN             | OUT | WEEKDAY                   |  | SATURDAY                   |  |
| AM       | 7:00  |                     |                    | 10            |     |                |     | AM Peak Hour: 8:00-9:00am |  | Saturday Daily Rate        |  |
|          | 7:30  | 12 employees arrive |                    | 15            |     |                |     | 15 out - 8:00 classes     |  | 203 total Sat trips        |  |
|          | 8:00  | 3 lessons @ 18      |                    |               |     | 8              |     | 21 in - aqua fitness      |  | 115 programmed capacity    |  |
|          | 8:30  |                     | 9 employees arrive | 21            | 15  | 21             |     | 36 total AM trips         |  | 1.77 Daily Rate            |  |
|          | 9:00  | aqua fitness @ 25   | aqua fitness @ 25  |               |     | 25             |     | 263 programmed capacity   |  | SAT Peak Hour: 1:30-2:30pm |  |
|          | 9:30  |                     | lap swim @ 30      |               |     |                |     | 0.14 AM rate              |  | 25 in - public swim        |  |
|          | 10:00 | 3 lessons @ 18      |                    | 15            | 21  |                | 21  | In Out Tot                |  | 25 out - public swim       |  |
|          | 10:30 |                     |                    | 25            | 15  |                |     | 21 15 36                  |  | 115 programmed capacity    |  |
|          | 11:00 | lap swim @ 30       |                    | 42            | 25  | 25             |     | dist 58% 42% 100%         |  | 0.43 MIDDAY Rate           |  |
|          | 11:30 |                     |                    |               |     |                |     |                           |  |                            |  |
| PM       | NOON  |                     |                    |               |     |                |     | PM Peak Hour: 4-5pm       |  | In Out Tot                 |  |
|          | 12:30 |                     |                    |               |     |                |     | 42 out - public swim      |  | 25 25 50                   |  |
|          | 1:00  | public swim @ 50    | public swim @ 30   |               |     |                |     | 15 in - 5:00 class        |  | dist 50% 50% 100%          |  |
|          | 1:30  |                     |                    | 42            |     | 25             |     | 15 out - 4:00 class       |  |                            |  |
|          | 2:00  |                     |                    |               | 42  | 25             |     | 72 total PM trips         |  |                            |  |
|          | 2:30  |                     |                    |               |     |                | 21  | 263 programmed capacity   |  |                            |  |
|          | 3:00  | public swim @ 50    | public swim @ 30   |               |     |                |     | 0.28 PM Rate              |  |                            |  |
|          | 3:30  |                     |                    | 15            |     |                |     | In Out Tot                |  |                            |  |
|          | 4:00  | 3 lessons @ 18      |                    |               | 42  | 25             |     | 15 57 72                  |  |                            |  |
|          | 4:30  |                     |                    | 15            | 15  |                |     | dist 21% 79% 100%         |  |                            |  |
|          | 5:00  | 3 lessons @ 18      | 9 employees leave  |               |     |                | 8   | Weekday Daily Rate        |  |                            |  |
|          | 5:30  |                     |                    | 15            | 15  |                |     | 458 total weekday trips   |  |                            |  |
|          | 6:00  | 3 lessons @ 18      |                    |               |     |                |     | 263 programmed capacity   |  |                            |  |
|          | 6:30  |                     |                    | 15            |     |                |     | 1.74 Daily Rate           |  |                            |  |
|          | 7:00  | 3 lessons @ 18      |                    |               |     |                |     |                           |  |                            |  |
|          | 7:30  | 12 employees leave  |                    |               | 15  |                |     |                           |  |                            |  |
|          | 8:00  |                     |                    |               | 10  |                |     |                           |  |                            |  |
|          | 8:30  |                     |                    |               |     |                |     |                           |  |                            |  |

Notes:  
Classes start at listed time unless otherwise noted; attendees are assumed to arrive prior to start times.  
All class durations of 30 minutes. Water aerobics duration 60 minutes. Lap swim is available daily during operating hours.  
Employees: 12  
Size of Pool: 225,000 gallons  
Data is derived from peak season (summer) operations as provided by the facility.  
Swim lesson and public swim session attendance assumes 1.2 average vehicle ridership.

**EXHIBIT C-1**  
Location: Santa Ana, CA  
Facility: Jerome Pool

**SCHEDULE**

|           |       | WEEKDAY [a]                                         | SATURDAY                                       |
|-----------|-------|-----------------------------------------------------|------------------------------------------------|
| <b>AM</b> | 7:00  | 4 employees arrive                                  |                                                |
|           | 7:30  | lap swim @ 3 attendees                              |                                                |
|           | 8:00  |                                                     |                                                |
|           | 8:30  | water aerobics @ 25 attendees                       |                                                |
|           | 9:00  |                                                     |                                                |
|           | 9:30  | water aerobics @ 25 attendees                       |                                                |
|           | 10:00 |                                                     |                                                |
|           | 10:30 | 12 employees arrive & splash camp (54) @ 66         |                                                |
|           | 11:00 |                                                     |                                                |
|           | 11:30 | 4 classes @ 28 students total (11:50am)             |                                                |
| <b>PM</b> | NOON  | 4 classes @ 28 students total (12:25pm)             |                                                |
|           | 12:30 |                                                     | 4 employees arrive                             |
|           | 1:00  |                                                     |                                                |
|           | 1:30  | public swim @ 45 average Mon/Wed attendance in July |                                                |
|           | 2:00  |                                                     | public swim @ 125 sat in june average capacity |
|           | 2:30  | 12 employees leave & 12 arrive                      |                                                |
|           | 3:00  |                                                     |                                                |
|           | 3:30  | 4 classes @ 29 students total (3:35pm)              |                                                |
|           | 4:00  | 4 classes @ 27 students total (4:15pm)              | 4 employees leave                              |
|           | 4:30  | 4 classes @ 29 students total (4:55pm)              |                                                |
|           | 5:00  |                                                     |                                                |
|           | 5:30  | 6 classes @ 38 students total (5:35pm)              |                                                |
|           | 6:00  | 6 classes @ 38 students total (6:15pm)              |                                                |
|           | 6:30  |                                                     |                                                |
|           | 7:00  |                                                     |                                                |
|           | 7:30  | night rec swim @ 83 attendees tues.thurs in July    |                                                |
|           | 8:00  |                                                     |                                                |
|           | 8:30  | 16 employees leave                                  |                                                |

**WEEKDAY TRIPS**

| IN | OUT | IN  | OUT |
|----|-----|-----|-----|
| 3  |     |     |     |
| 3  |     |     |     |
| 25 |     |     |     |
|    | 3   |     |     |
| 21 | 21  |     |     |
|    |     |     |     |
|    | 21  |     |     |
| 55 |     |     |     |
|    |     |     |     |
| 23 | 55  |     |     |
| 23 | 23  |     |     |
| 38 | 23  | 3   |     |
|    |     | 104 |     |
|    |     |     |     |
| 10 |     |     |     |
|    | 38  |     | 104 |
| 24 |     |     | 3   |
| 23 | 24  |     |     |
| 24 | 23  |     |     |
|    | 24  |     |     |
| 32 |     |     |     |
|    |     |     |     |
| 32 | 32  |     |     |
| 69 | 32  |     |     |
|    |     |     |     |
|    |     |     |     |
|    | 69  |     |     |

**SATURDAY TRIPS**

**CALCULATIONS**

| WEEKDAY                   | SATURDAY                         |
|---------------------------|----------------------------------|
| AM Peak Hour: 8:30-9:30am | Saturday Daily Rate              |
| 3 out - lap swim          | 216 total Sat trips              |
| 21 in - 9:30 aerobics     | 125 programmed capacity          |
| 21 out - 8:30 aerobics    | 1.73 Daily Rate                  |
| <b>45 total AM trips</b>  | SAT Peak Hour: 12:30-1:30pm      |
| 452 programmed capacity   | 108 in - public swim & employees |
| 0.10 AM rate              | 125 programmed capacity          |
|                           | 0.86 MIDDAY Rate                 |
| In Out Tot                | In Out Tot                       |
| 21 24 45                  | 108 0 108                        |
| dist 47% 53% 100%         | dist 100% 0% 100%                |
| PM Peak Hour: 6-7pm       |                                  |
| 32 out - 5:35 classes     |                                  |
| 32 in - 6:15 classes      |                                  |
| 32 out - 6:15 classes     |                                  |
| 69 in - 7:00 rec swim     |                                  |
| <b>165 total PM trips</b> |                                  |
| 452 programmed capacity   |                                  |
| 0.37 PM Rate              |                                  |
| In Out Tot                |                                  |
| 101 64 165                |                                  |
| dist 61% 39% 100%         |                                  |
| Weekday Daily Rate        |                                  |
| 791 total weekday trips   |                                  |
| 452 programmed capacity   |                                  |
| 1.75 Daily Rate           |                                  |

Notes:

Classes start at listed time unless otherwise noted; attendees are assumed to arrive prior to start times.  
All class durations of 30 minutes. Water aerobics duration 60 minutes. Lap swim duration estimated 60 minutes.  
Employees: 16  
Size of Pool: 249,000 gallons  
Data is derived from peak season (summer) operations as provided by the facility.  
Swim lesson and public swim session attendance assumes 1.2 average vehicle ridership.

***Appendix D***  
***Signal Warrant Worksheets***

Future without Project Conditions (Year 2029)

## Corona City Park Revitalization Project

Traffic Signal Warrant Analysis

Warrant 3, Peak Hour

### 2. E. GRAND BOULEVARD & QUARRY STREET

Weekday AM Peak Hour

| Intersection Details |                    | Vehicles per Hour (Peak Hour)                 |      |
|----------------------|--------------------|-----------------------------------------------|------|
| Major Street Name:   | E. Grand Boulevard | Major Street (Approach 1):                    | 639  |
| Minor Street Name:   | Quarry Street      | Major Street (Approach 2):                    | 809  |
|                      |                    | Minor Street (Higher Volume):                 | 129  |
| Major Street Lanes:  | 2                  |                                               |      |
| Minor Street Lanes:  | 1                  | [a] Minor Street Delay per Vehicle (seconds): | 13.8 |

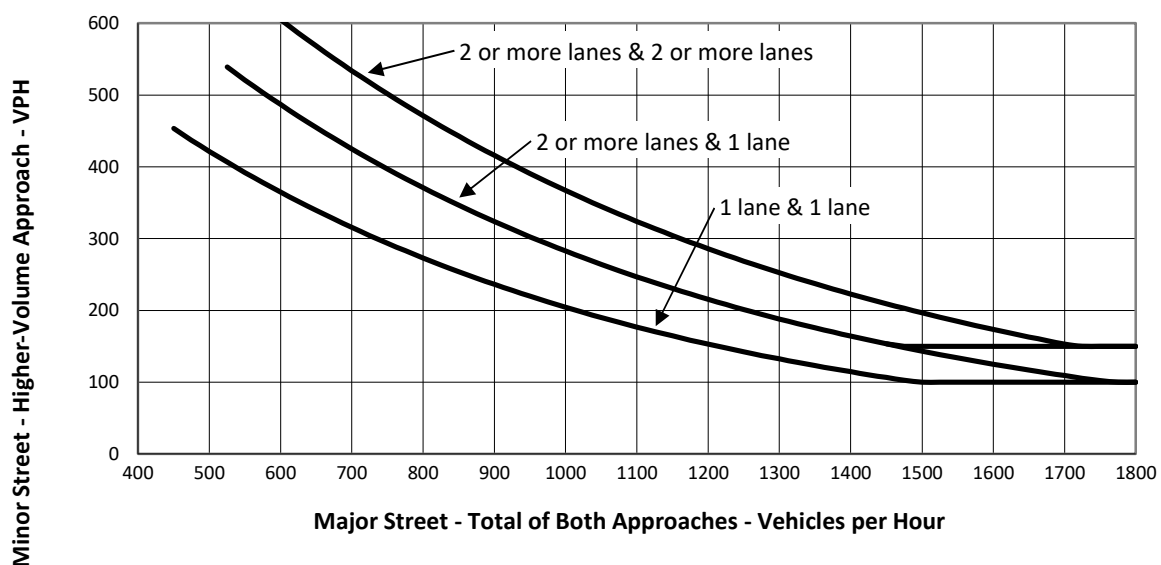
#### Part A (all three conditions must be met)

|                            |      |                                    |           |
|----------------------------|------|------------------------------------|-----------|
| Total Minor Street Delay   |      | Minimum Total Intersection Volume: | 650       |
| Minor Street Volume:       | 129  | Satisfied?                         | YES       |
| Delay per Vehicle:         | 13.8 |                                    |           |
| Total Delay (h:m):         | 0:30 | Minimum Minor Street Volume:       | 100       |
|                            |      | Satisfied?                         | YES       |
| Minimum Total Delay (h:m): | 4:00 |                                    |           |
| Satisfied?                 | NO   | <b>Part A Satisfied?</b>           | <b>NO</b> |

#### Part B (both conditions must be met)

|                            |       |                              |           |
|----------------------------|-------|------------------------------|-----------|
| Major Street (Approach 1): | 639   | Minimum Major Street Volume: | 510       |
| Major Street (Approach 2): | 809   | Satisfied?                   | YES       |
| Total Major Street Volume: | 1,448 | Minimum Minor Street Volume: | 154       |
|                            |       | Satisfied?                   | NO        |
| Minor Street Volume:       | 129   |                              |           |
|                            |       | <b>Part B Satisfied?</b>     | <b>NO</b> |

Figure 4C-3. Warrant 3, Peak Hour [b]



[a] Approach delays are shown in Table 4.

[b] From *California Manual on Uniform Traffic Control Devices, 2014 Edition Revision 8* (Caltrans, 2024)..



Future without Project Conditions (Year 2029)

## Corona City Park Revitalization Project

Traffic Signal Warrant Analysis

Warrant 3, Peak Hour

### 2. E. GRAND BOULEVARD & QUARRY STREET

Weekday PM Peak Hour

| Intersection Details |                    | Vehicles per Hour (Peak Hour)                 |       |
|----------------------|--------------------|-----------------------------------------------|-------|
| Major Street Name:   | E. Grand Boulevard | Major Street (Approach 1):                    | 1,178 |
| Minor Street Name:   | Quarry Street      | Major Street (Approach 2):                    | 817   |
|                      |                    | Minor Street (Higher Volume):                 | 183   |
| Major Street Lanes:  | 2                  |                                               |       |
| Minor Street Lanes:  | 1                  | [a] Minor Street Delay per Vehicle (seconds): | 17.5  |

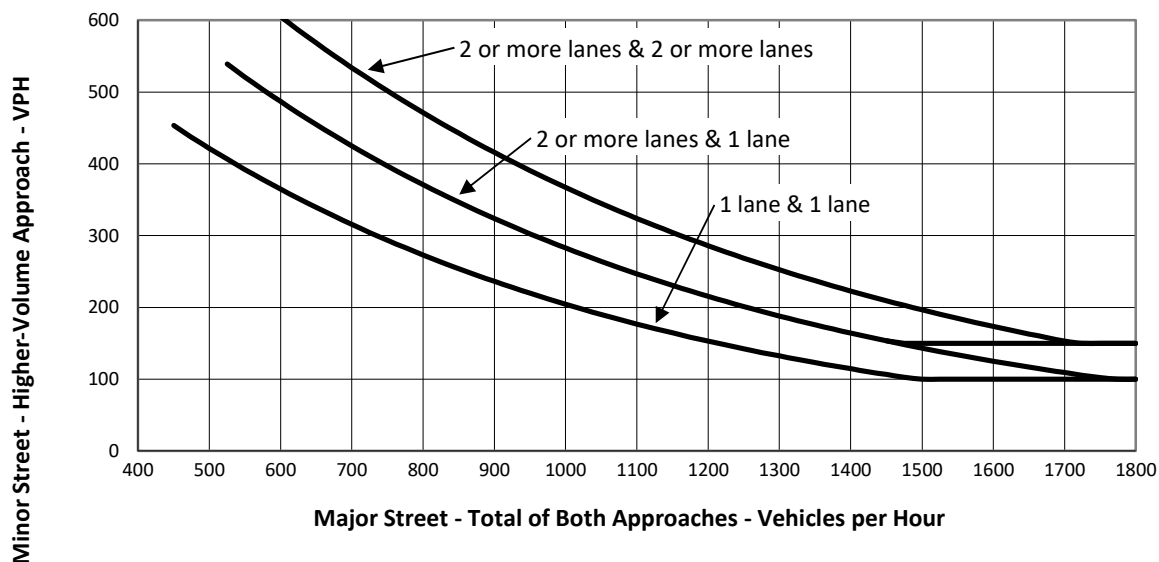
#### Part A (all three conditions must be met)

|                            |      |                                    |           |
|----------------------------|------|------------------------------------|-----------|
| Total Minor Street Delay   |      | Minimum Total Intersection Volume: | 650       |
| Minor Street Volume:       | 183  | Satisfied?                         | YES       |
| Delay per Vehicle:         | 17.5 |                                    |           |
| Total Delay (h:m):         | 0:53 | Minimum Minor Street Volume:       | 100       |
|                            |      | Satisfied?                         | YES       |
| Minimum Total Delay (h:m): | 4:00 |                                    |           |
| Satisfied?                 | NO   | <b>Part A Satisfied?</b>           | <b>NO</b> |

#### Part B (both conditions must be met)

|                            |       |                              |            |
|----------------------------|-------|------------------------------|------------|
| Major Street (Approach 1): | 1,178 | Minimum Major Street Volume: | 510        |
| Major Street (Approach 2): | 817   | Satisfied?                   | YES        |
| Total Major Street Volume: | 1,995 | Minimum Minor Street Volume: | 100        |
|                            |       | Satisfied?                   | YES        |
| Minor Street Volume:       | 183   | <b>Part B Satisfied?</b>     | <b>YES</b> |

Figure 4C-3. Warrant 3, Peak Hour [b]



[a] Approach delays are shown in Table 4.

[b] From *California Manual on Uniform Traffic Control Devices, 2014 Edition Revision 8* (Caltrans, 2024)..

Future without Project Conditions (Year 2029)

**Corona City Park Revitalization Project**

Traffic Signal Warrant Analysis

Warrant 3, Peak Hour

**2. E. GRAND BOULEVARD & QUARRY STREET****Saturday Midday Peak Hour**

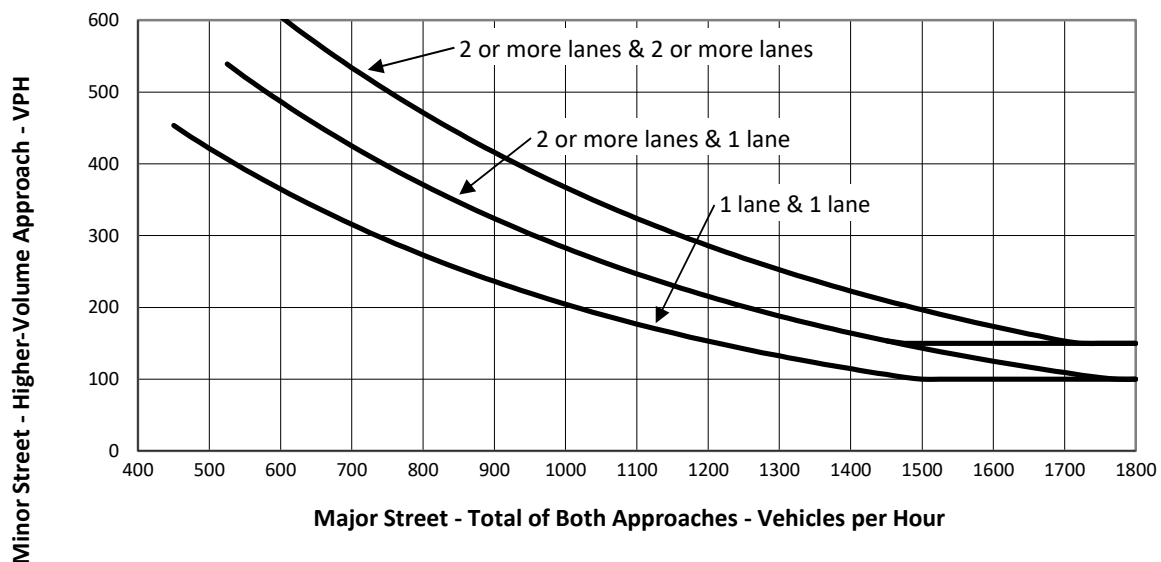
| Intersection Details |                    | Vehicles per Hour (Peak Hour)                 |      |
|----------------------|--------------------|-----------------------------------------------|------|
| Major Street Name:   | E. Grand Boulevard | Major Street (Approach 1):                    | 535  |
| Minor Street Name:   | Quarry Street      | Major Street (Approach 2):                    | 641  |
|                      |                    | Minor Street (Higher Volume):                 | 114  |
| Major Street Lanes:  | 2                  |                                               |      |
| Minor Street Lanes:  | 1                  | [a] Minor Street Delay per Vehicle (seconds): | 12.3 |

**Part A** (all three conditions must be met)

|                            |      |                                    |           |
|----------------------------|------|------------------------------------|-----------|
| Total Minor Street Delay   |      | Minimum Total Intersection Volume: | 650       |
| Minor Street Volume:       | 114  | Satisfied?                         | YES       |
| Delay per Vehicle:         | 12.3 |                                    |           |
| Total Delay (h:m):         | 0:23 | Minimum Minor Street Volume:       | 100       |
|                            |      | Satisfied?                         | YES       |
| Minimum Total Delay (h:m): | 4:00 |                                    |           |
| Satisfied?                 | NO   | <b>Part A Satisfied?</b>           | <b>NO</b> |

**Part B** (both conditions must be met)

|                            |       |                              |           |
|----------------------------|-------|------------------------------|-----------|
| Major Street (Approach 1): | 535   | Minimum Major Street Volume: | 510       |
| Major Street (Approach 2): | 641   | Satisfied?                   | YES       |
| Total Major Street Volume: | 1,176 | Minimum Minor Street Volume: | 222       |
|                            |       | Satisfied?                   | NO        |
| Minor Street Volume:       | 114   |                              |           |
|                            |       | <b>Part B Satisfied?</b>     | <b>NO</b> |

**Figure 4C-3. Warrant 3, Peak Hour** [b]

[a] Approach delays are shown in Table 4.

[b] From *California Manual on Uniform Traffic Control Devices, 2014 Edition Revision 8* (Caltrans, 2024)..

Future without Project Conditions (Year 2029)

## Corona City Park Revitalization Project

Traffic Signal Warrant Analysis

Warrant 3, Peak Hour

### 4. ARROYA AVENUE & QUARRY STREET

Weekday AM Peak Hour

| Intersection Details |               | Vehicles per Hour (Peak Hour)                 |      |
|----------------------|---------------|-----------------------------------------------|------|
| Major Street Name:   | Quarry Street | Major Street (Approach 1):                    | 144  |
| Minor Street Name:   | Arroya Avenue | Major Street (Approach 2):                    | 118  |
|                      |               | Minor Street (Higher Volume):                 | 7    |
| Major Street Lanes:  | 1             |                                               |      |
| Minor Street Lanes:  | 1             | [a] Minor Street Delay per Vehicle (seconds): | 10.0 |

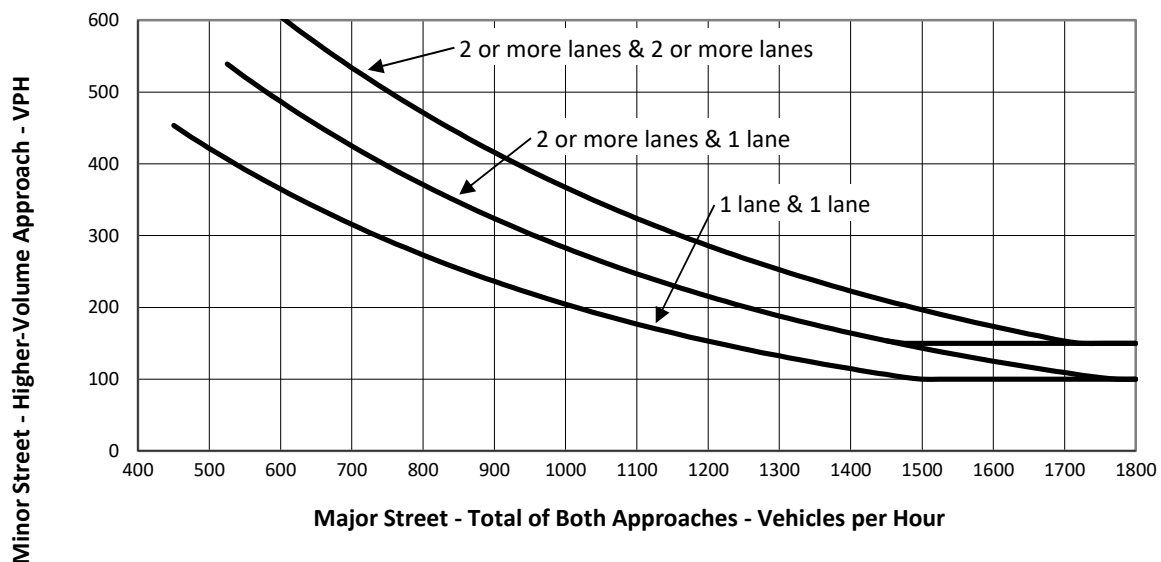
#### Part A (all three conditions must be met)

|                            |      |                                    |           |
|----------------------------|------|------------------------------------|-----------|
| Total Minor Street Delay   |      | Minimum Total Intersection Volume: | 650       |
| Minor Street Volume:       | 7    | Satisfied?                         | NO        |
| Delay per Vehicle:         | 10.0 |                                    |           |
| Total Delay (h:m):         | 0:01 | Minimum Minor Street Volume:       | 100       |
|                            |      | Satisfied?                         | NO        |
| Minimum Total Delay (h:m): | 4:00 |                                    |           |
| Satisfied?                 | NO   | <b>Part A Satisfied?</b>           | <b>NO</b> |

#### Part B (both conditions must be met)

|                            |     |                              |           |
|----------------------------|-----|------------------------------|-----------|
| Major Street (Approach 1): | 144 | Minimum Major Street Volume: | 450       |
| Major Street (Approach 2): | 118 | Satisfied?                   | NO        |
| Total Major Street Volume: | 262 | Minimum Minor Street Volume: | 595       |
|                            |     | Satisfied?                   | NO        |
| Minor Street Volume:       | 7   | <b>Part B Satisfied?</b>     | <b>NO</b> |

Figure 4C-3. Warrant 3, Peak Hour [b]



[a] Approach delays are shown in Table 4.

[b] From *California Manual on Uniform Traffic Control Devices, 2014 Edition Revision 8* (Caltrans, 2024)..

Future without Project Conditions (Year 2029)

## Corona City Park Revitalization Project

Traffic Signal Warrant Analysis

Warrant 3, Peak Hour

### 4. ARROYA AVENUE & QUARRY STREET

Weekday PM Peak Hour

| Intersection Details |               | Vehicles per Hour (Peak Hour)                 |      |
|----------------------|---------------|-----------------------------------------------|------|
| Major Street Name:   | Quarry Street | Major Street (Approach 1):                    | 189  |
| Minor Street Name:   | Arroya Avenue | Major Street (Approach 2):                    | 397  |
|                      |               | Minor Street (Higher Volume):                 | 48   |
| Major Street Lanes:  | 1             |                                               |      |
| Minor Street Lanes:  | 1             | [a] Minor Street Delay per Vehicle (seconds): | 13.8 |

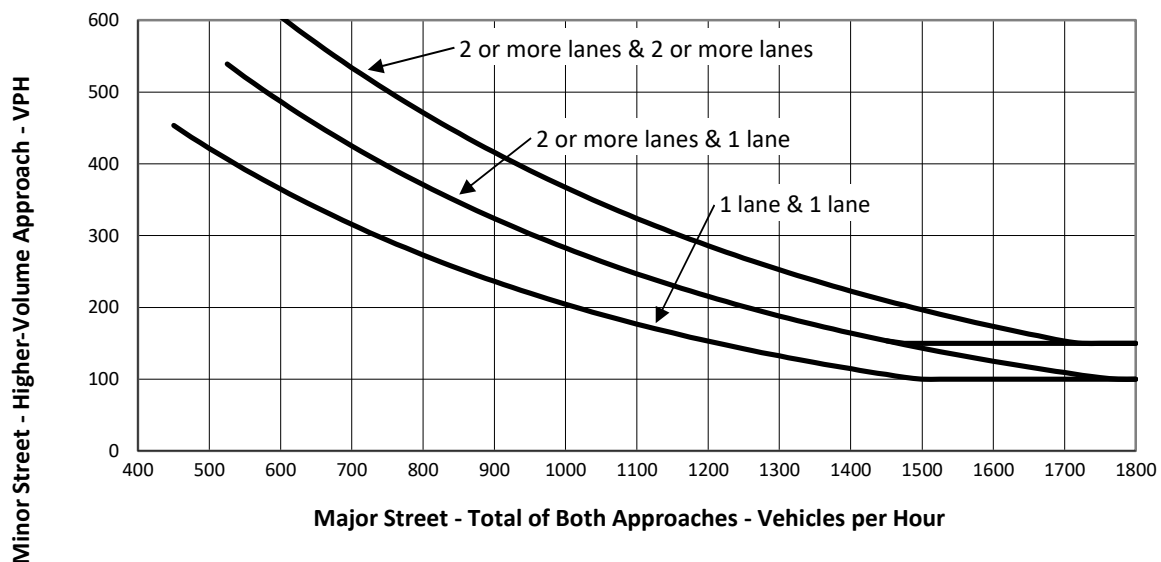
#### Part A (all three conditions must be met)

|                            |      |                                    |           |
|----------------------------|------|------------------------------------|-----------|
| Total Minor Street Delay   |      | Minimum Total Intersection Volume: | 650       |
| Minor Street Volume:       | 48   | Satisfied?                         | NO        |
| Delay per Vehicle:         | 13.8 |                                    |           |
| Total Delay (h:m):         | 0:11 | Minimum Minor Street Volume:       | 100       |
|                            |      | Satisfied?                         | NO        |
| Minimum Total Delay (h:m): | 4:00 |                                    |           |
| Satisfied?                 | NO   | <b>Part A Satisfied?</b>           | <b>NO</b> |

#### Part B (both conditions must be met)

|                            |     |                              |           |
|----------------------------|-----|------------------------------|-----------|
| Major Street (Approach 1): | 189 | Minimum Major Street Volume: | 450       |
| Major Street (Approach 2): | 397 | Satisfied?                   | YES       |
| Total Major Street Volume: | 586 | Minimum Minor Street Volume: | 372       |
|                            |     | Satisfied?                   | NO        |
| Minor Street Volume:       | 48  | <b>Part B Satisfied?</b>     | <b>NO</b> |

Figure 4C-3. Warrant 3, Peak Hour [b]



[a] Approach delays are shown in Table 4.

[b] From *California Manual on Uniform Traffic Control Devices, 2014 Edition Revision 8* (Caltrans, 2024)..

Future without Project Conditions (Year 2029)

**Corona City Park Revitalization Project**

Traffic Signal Warrant Analysis

Warrant 3, Peak Hour

**4. ARROYA AVENUE & QUARRY STREET****Saturday Midday Peak Hour**

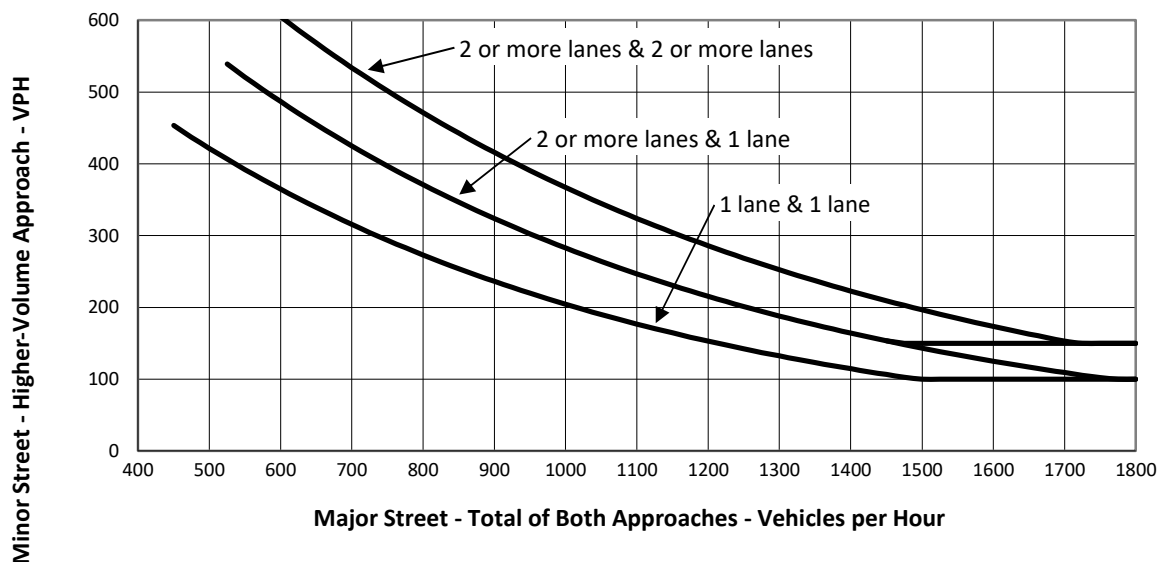
| Intersection Details |               | Vehicles per Hour (Peak Hour)                 |     |
|----------------------|---------------|-----------------------------------------------|-----|
| Major Street Name:   | Quarry Street | Major Street (Approach 1):                    | 121 |
| Minor Street Name:   | Arroya Avenue | Major Street (Approach 2):                    | 86  |
|                      |               | Minor Street (Higher Volume):                 | 14  |
| Major Street Lanes:  | 1             |                                               |     |
| Minor Street Lanes:  | 1             | [a] Minor Street Delay per Vehicle (seconds): | 9.4 |

**Part A** (all three conditions must be met)

|                            |      |                                    |           |
|----------------------------|------|------------------------------------|-----------|
| Total Minor Street Delay   |      | Minimum Total Intersection Volume: | 650       |
| Minor Street Volume:       | 14   | Satisfied?                         | NO        |
| Delay per Vehicle:         | 9.4  |                                    |           |
| Total Delay (h:m):         | 0:02 | Minimum Minor Street Volume:       | 100       |
|                            |      | Satisfied?                         | NO        |
| Minimum Total Delay (h:m): | 4:00 |                                    |           |
| Satisfied?                 | NO   | <b>Part A Satisfied?</b>           | <b>NO</b> |

**Part B** (both conditions must be met)

|                            |     |                              |           |
|----------------------------|-----|------------------------------|-----------|
| Major Street (Approach 1): | 121 | Minimum Major Street Volume: | 450       |
| Major Street (Approach 2): | 86  | Satisfied?                   | NO        |
| Total Major Street Volume: | 207 | Minimum Minor Street Volume: | 645       |
|                            |     | Satisfied?                   | NO        |
| Minor Street Volume:       | 14  | <b>Part B Satisfied?</b>     | <b>NO</b> |

**Figure 4C-3. Warrant 3, Peak Hour** [b]

[a] Approach delays are shown in Table 4.

[b] From *California Manual on Uniform Traffic Control Devices, 2014 Edition Revision 8* (Caltrans, 2024)..

Future without Project Conditions (Year 2029)

## Corona City Park Revitalization Project

Traffic Signal Warrant Analysis

Warrant 3, Peak Hour

### 5. RIMPAU AVENUE & QUARRY STREET

Weekday AM Peak Hour

| Intersection Details |               | Vehicles per Hour (Peak Hour)                 |     |
|----------------------|---------------|-----------------------------------------------|-----|
| Major Street Name:   | Quarry Street | Major Street (Approach 1):                    | 3   |
| Minor Street Name:   | Rimpau Avenue | Major Street (Approach 2):                    | 3   |
|                      |               | Minor Street (Higher Volume):                 | 153 |
| Major Street Lanes:  | 1             |                                               |     |
| Minor Street Lanes:  | 1             | [a] Minor Street Delay per Vehicle (seconds): | 9.8 |

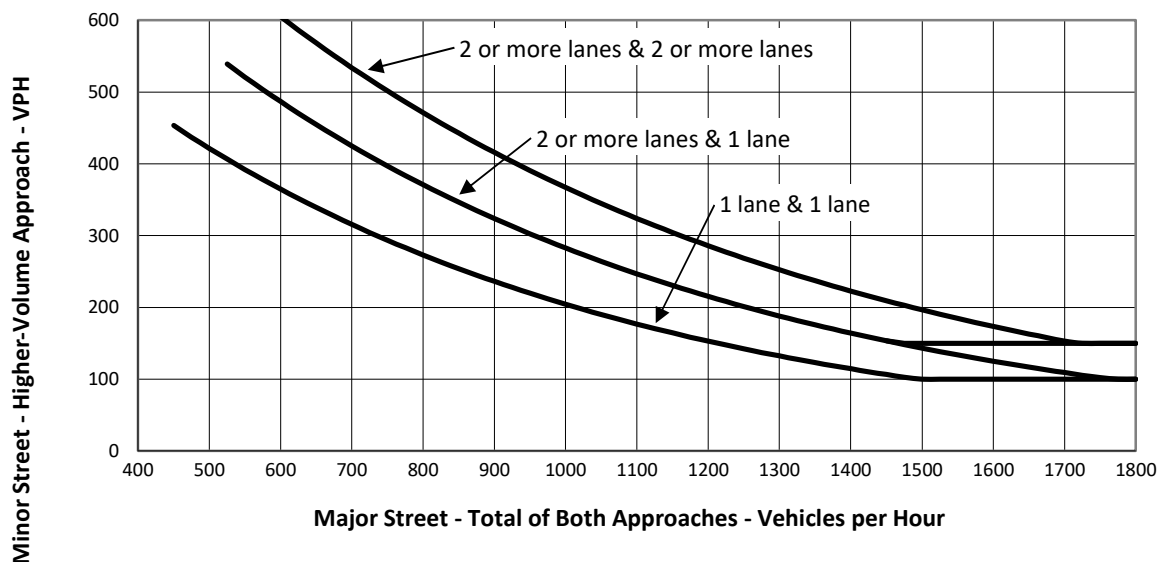
#### Part A (all three conditions must be met)

|                            |      |                                    |           |
|----------------------------|------|------------------------------------|-----------|
| Total Minor Street Delay   |      | Minimum Total Intersection Volume: | 650       |
| Minor Street Volume:       | 153  | Satisfied?                         | NO        |
| Delay per Vehicle:         | 9.8  |                                    |           |
| Total Delay (h:m):         | 0:25 | Minimum Minor Street Volume:       | 100       |
|                            |      | Satisfied?                         | YES       |
| Minimum Total Delay (h:m): | 4:00 |                                    |           |
| Satisfied?                 | NO   | <b>Part A Satisfied?</b>           | <b>NO</b> |

#### Part B (both conditions must be met)

|                            |     |                              |           |
|----------------------------|-----|------------------------------|-----------|
| Major Street (Approach 1): | 3   | Minimum Major Street Volume: | 450       |
| Major Street (Approach 2): | 3   | Satisfied?                   | NO        |
| Total Major Street Volume: | 6   | Minimum Minor Street Volume: | 862       |
|                            |     | Satisfied?                   | NO        |
| Minor Street Volume:       | 153 | <b>Part B Satisfied?</b>     | <b>NO</b> |

Figure 4C-3. Warrant 3, Peak Hour [b]



[a] Approach delays are shown in Table 4.

[b] From *California Manual on Uniform Traffic Control Devices, 2014 Edition Revision 8* (Caltrans, 2024)..

Future without Project Conditions (Year 2029)

**Corona City Park Revitalization Project**

Traffic Signal Warrant Analysis

Warrant 3, Peak Hour

**5. RIMPAU AVENUE & QUARRY STREET****Weekday PM Peak Hour**

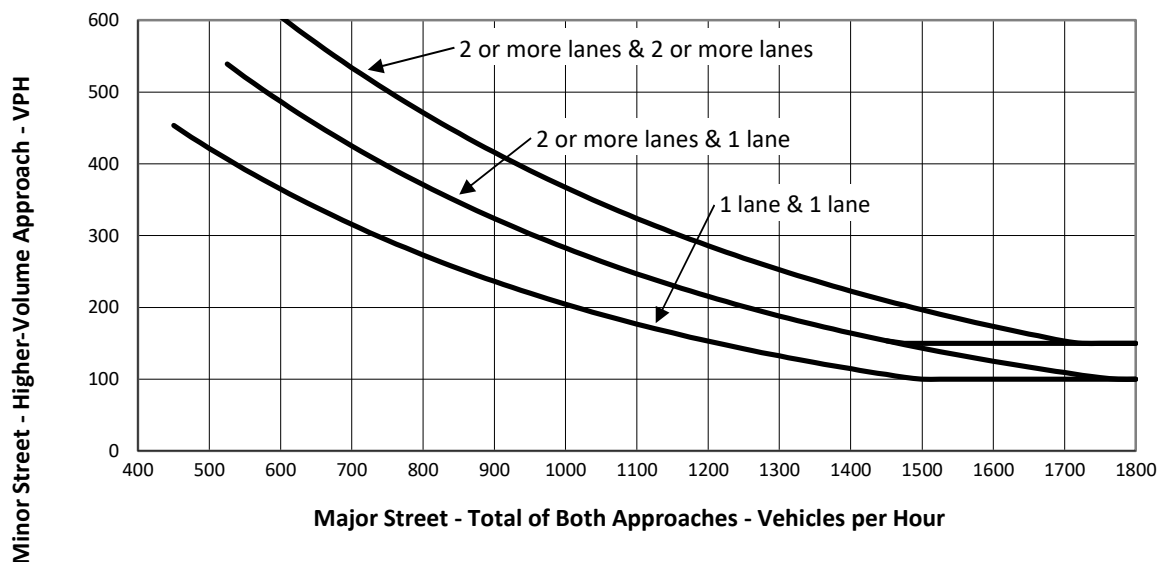
| Intersection Details |               | Vehicles per Hour (Peak Hour)                 |      |
|----------------------|---------------|-----------------------------------------------|------|
| Major Street Name:   | Quarry Street | Major Street (Approach 1):                    | 11   |
| Minor Street Name:   | Rimpau Avenue | Major Street (Approach 2):                    | 6    |
|                      |               | Minor Street (Higher Volume):                 | 174  |
| Major Street Lanes:  | 1             |                                               |      |
| Minor Street Lanes:  | 1             | [a] Minor Street Delay per Vehicle (seconds): | 12.0 |

**Part A** (all three conditions must be met)

|                            |      |                                    |           |
|----------------------------|------|------------------------------------|-----------|
| Total Minor Street Delay   |      | Minimum Total Intersection Volume: | 650       |
| Minor Street Volume:       | 174  | Satisfied?                         | NO        |
| Delay per Vehicle:         | 12.0 |                                    |           |
| Total Delay (h:m):         | 0:35 | Minimum Minor Street Volume:       | 100       |
|                            |      | Satisfied?                         | YES       |
| Minimum Total Delay (h:m): | 4:00 |                                    |           |
| Satisfied?                 | NO   | <b>Part A Satisfied?</b>           | <b>NO</b> |

**Part B** (both conditions must be met)

|                            |     |                              |           |
|----------------------------|-----|------------------------------|-----------|
| Major Street (Approach 1): | 11  | Minimum Major Street Volume: | 450       |
| Major Street (Approach 2): | 6   | Satisfied?                   | NO        |
| Total Major Street Volume: | 17  | Minimum Minor Street Volume: | 849       |
|                            |     | Satisfied?                   | NO        |
| Minor Street Volume:       | 174 | <b>Part B Satisfied?</b>     | <b>NO</b> |

**Figure 4C-3. Warrant 3, Peak Hour** [b]

[a] Approach delays are shown in Table 4.

[b] From *California Manual on Uniform Traffic Control Devices, 2014 Edition Revision 8* (Caltrans, 2024)..

Future without Project Conditions (Year 2029)

## Corona City Park Revitalization Project

Traffic Signal Warrant Analysis

Warrant 3, Peak Hour

### 5. RIMPAU AVENUE & QUARRY STREET

Saturday Midday Peak Hour

| Intersection Details |               | Vehicles per Hour (Peak Hour)                 |     |
|----------------------|---------------|-----------------------------------------------|-----|
| Major Street Name:   | Quarry Street | Major Street (Approach 1):                    | 5   |
| Minor Street Name:   | Rimpau Avenue | Major Street (Approach 2):                    | 2   |
|                      |               | Minor Street (Higher Volume):                 | 111 |
| Major Street Lanes:  | 1             |                                               |     |
| Minor Street Lanes:  | 1             | [a] Minor Street Delay per Vehicle (seconds): | 9.4 |

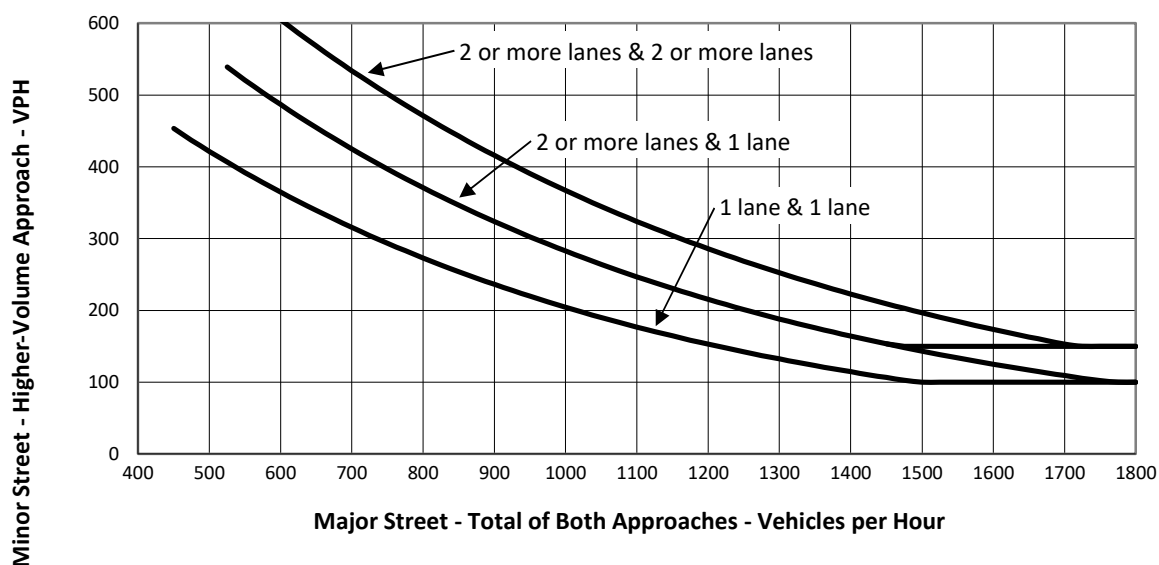
#### Part A (all three conditions must be met)

|                            |      |                                    |           |
|----------------------------|------|------------------------------------|-----------|
| Total Minor Street Delay   |      | Minimum Total Intersection Volume: | 650       |
| Minor Street Volume:       | 111  | Satisfied?                         | NO        |
| Delay per Vehicle:         | 9.4  |                                    |           |
| Total Delay (h:m):         | 0:17 | Minimum Minor Street Volume:       | 100       |
|                            |      | Satisfied?                         | YES       |
| Minimum Total Delay (h:m): | 4:00 |                                    |           |
| Satisfied?                 | NO   | <b>Part A Satisfied?</b>           | <b>NO</b> |

#### Part B (both conditions must be met)

|                            |     |                              |           |
|----------------------------|-----|------------------------------|-----------|
| Major Street (Approach 1): | 5   | Minimum Major Street Volume: | 450       |
| Major Street (Approach 2): | 2   | Satisfied?                   | NO        |
| Total Major Street Volume: | 7   | Minimum Minor Street Volume: | 861       |
|                            |     | Satisfied?                   | NO        |
| Minor Street Volume:       | 111 | <b>Part B Satisfied?</b>     | <b>NO</b> |

Figure 4C-3. Warrant 3, Peak Hour [b]



[a] Approach delays are shown in Table 4.

[b] From *California Manual on Uniform Traffic Control Devices, 2014 Edition Revision 8* (Caltrans, 2024)..



Future without Project Conditions (Year 2029)

**Corona City Park Revitalization Project**

Traffic Signal Warrant Analysis

Warrant 3, Peak Hour

**11. RIMPAU AVENUE & E. 5TH STREET****Weekday AM Peak Hour**

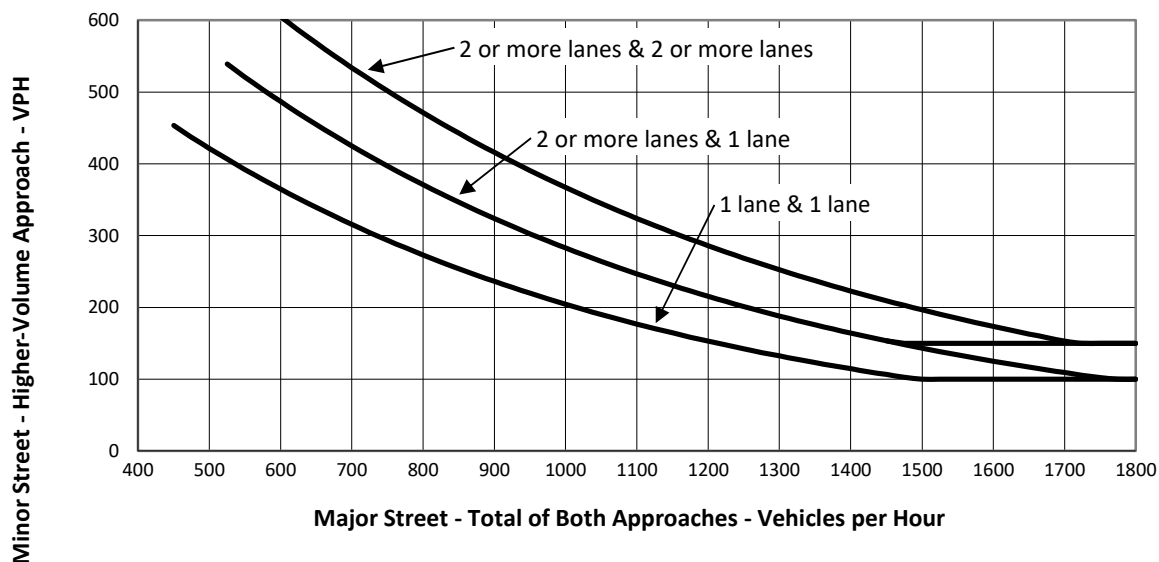
| Intersection Details |                               | Vehicles per Hour (Peak Hour)                 |     |
|----------------------|-------------------------------|-----------------------------------------------|-----|
| Major Street Name:   | Rimpau Avenue                 | Major Street (Approach 1):                    | 134 |
| Minor Street Name:   | Park Driveway / E. 5th Street | Major Street (Approach 2):                    | 152 |
|                      |                               | Minor Street (Higher Volume):                 | 12  |
| Major Street Lanes:  | 1                             |                                               |     |
| Minor Street Lanes:  | 1                             | [a] Minor Street Delay per Vehicle (seconds): | 9.8 |

**Part A** (all three conditions must be met)

|                            |      |                                    |           |
|----------------------------|------|------------------------------------|-----------|
| Total Minor Street Delay   |      | Minimum Total Intersection Volume: | 800       |
| Minor Street Volume:       | 12   | Satisfied?                         | NO        |
| Delay per Vehicle:         | 9.8  |                                    |           |
| Total Delay (h:m):         | 0:02 | Minimum Minor Street Volume:       | 100       |
|                            |      | Satisfied?                         | NO        |
| Minimum Total Delay (h:m): | 4:00 |                                    |           |
| Satisfied?                 | NO   | <b>Part A Satisfied?</b>           | <b>NO</b> |

**Part B** (both conditions must be met)

|                            |     |                              |           |
|----------------------------|-----|------------------------------|-----------|
| Major Street (Approach 1): | 134 | Minimum Major Street Volume: | 450       |
| Major Street (Approach 2): | 152 | Satisfied?                   | NO        |
| Total Major Street Volume: | 286 | Minimum Minor Street Volume: | 575       |
|                            |     | Satisfied?                   | NO        |
| Minor Street Volume:       | 12  | <b>Part B Satisfied?</b>     | <b>NO</b> |

**Figure 4C-3. Warrant 3, Peak Hour** [b]

[a] Approach delays are shown in Table 4.

[b] From *California Manual on Uniform Traffic Control Devices, 2014 Edition Revision 8* (Caltrans, 2024)..

Future without Project Conditions (Year 2029)

**Corona City Park Revitalization Project**

Traffic Signal Warrant Analysis

Warrant 3, Peak Hour

**11. RIMPAU AVENUE & E. 5TH STREET****Weekday PM Peak Hour**

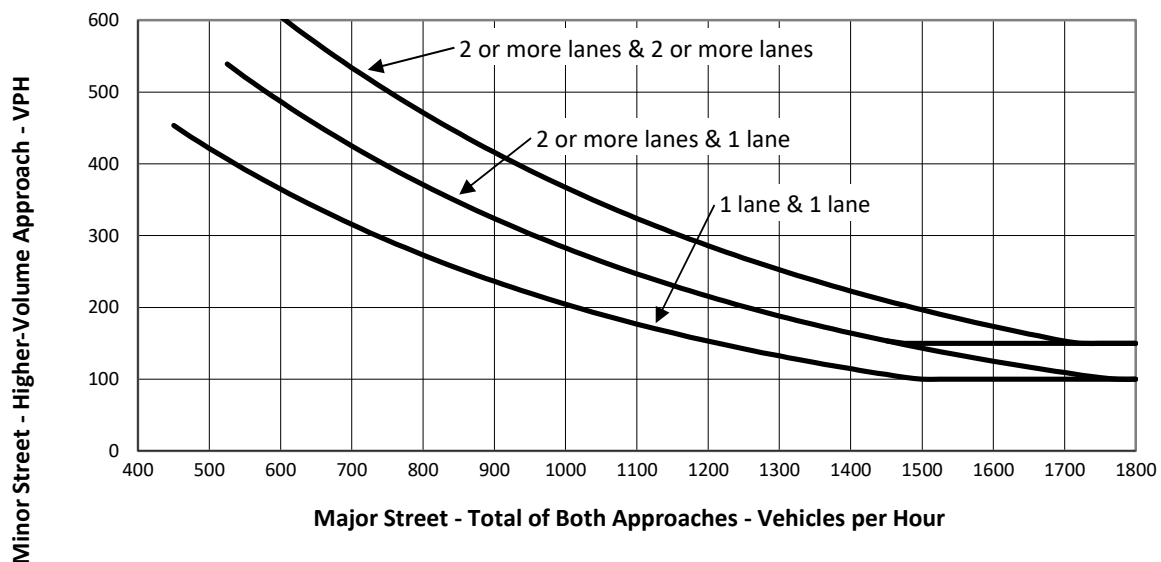
| Intersection Details |                               | Vehicles per Hour (Peak Hour)                 |      |
|----------------------|-------------------------------|-----------------------------------------------|------|
| Major Street Name:   | Rimpau Avenue                 | Major Street (Approach 1):                    | 473  |
| Minor Street Name:   | Park Driveway / E. 5th Street | Major Street (Approach 2):                    | 181  |
|                      |                               | Minor Street (Higher Volume):                 | 12   |
| Major Street Lanes:  | 1                             |                                               |      |
| Minor Street Lanes:  | 1                             | [a] Minor Street Delay per Vehicle (seconds): | 12.3 |

**Part A** (all three conditions must be met)

|                            |      |                                    |           |
|----------------------------|------|------------------------------------|-----------|
| Total Minor Street Delay   |      | Minimum Total Intersection Volume: | 800       |
| Minor Street Volume:       | 12   | Satisfied?                         | NO        |
| Delay per Vehicle:         | 12.3 |                                    |           |
| Total Delay (h:m):         | 0:02 | Minimum Minor Street Volume:       | 100       |
|                            |      | Satisfied?                         | NO        |
| Minimum Total Delay (h:m): | 4:00 |                                    |           |
| Satisfied?                 | NO   | <b>Part A Satisfied?</b>           | <b>NO</b> |

**Part B** (both conditions must be met)

|                            |     |                              |           |
|----------------------------|-----|------------------------------|-----------|
| Major Street (Approach 1): | 473 | Minimum Major Street Volume: | 450       |
| Major Street (Approach 2): | 181 | Satisfied?                   | YES       |
| Total Major Street Volume: | 654 | Minimum Minor Street Volume: | 337       |
|                            |     | Satisfied?                   | NO        |
| Minor Street Volume:       | 12  | <b>Part B Satisfied?</b>     | <b>NO</b> |

**Figure 4C-3. Warrant 3, Peak Hour** [b]

[a] Approach delays are shown in Table 4.

[b] From *California Manual on Uniform Traffic Control Devices, 2014 Edition Revision 8* (Caltrans, 2024)..

Future without Project Conditions (Year 2029)

**Corona City Park Revitalization Project**

Traffic Signal Warrant Analysis

Warrant 3, Peak Hour

**11. RIMPAU AVENUE & E. 5TH STREET****Saturday Midday Peak Hour**

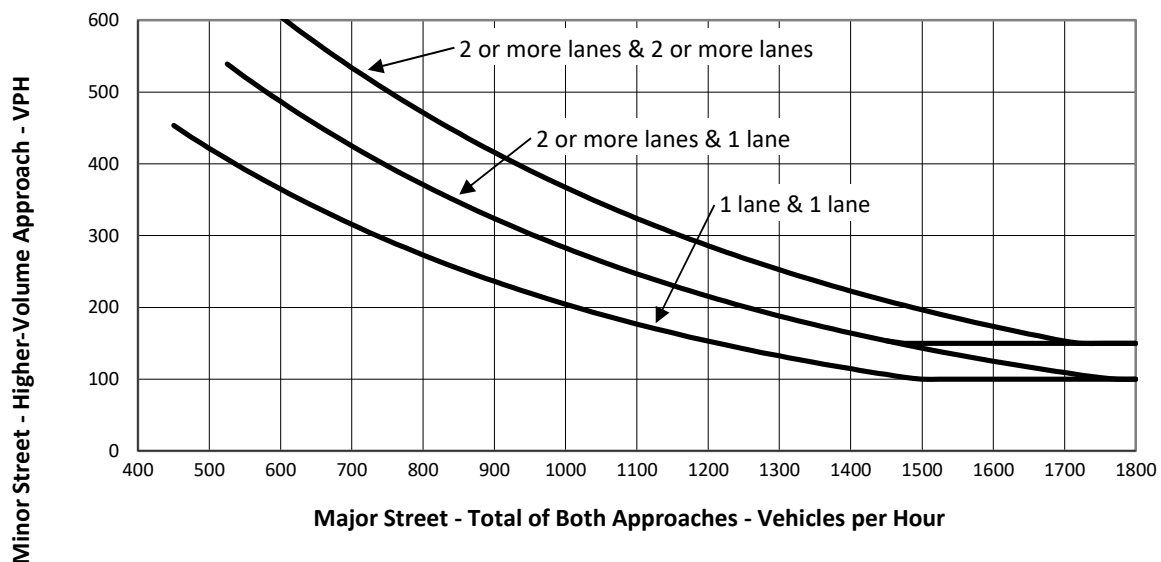
| Intersection Details |                               | Vehicles per Hour (Peak Hour)                 |     |
|----------------------|-------------------------------|-----------------------------------------------|-----|
| Major Street Name:   | Rimpau Avenue                 | Major Street (Approach 1):                    | 103 |
| Minor Street Name:   | Park Driveway / E. 5th Street | Major Street (Approach 2):                    | 121 |
|                      |                               | Minor Street (Higher Volume):                 | 16  |
| Major Street Lanes:  | 1                             |                                               |     |
| Minor Street Lanes:  | 1                             | [a] Minor Street Delay per Vehicle (seconds): | 9.9 |

**Part A** (all three conditions must be met)

|                            |      |                                    |           |
|----------------------------|------|------------------------------------|-----------|
| Total Minor Street Delay   |      | Minimum Total Intersection Volume: | 800       |
| Minor Street Volume:       | 16   | Satisfied?                         | NO        |
| Delay per Vehicle:         | 9.9  |                                    |           |
| Total Delay (h:m):         | 0:03 | Minimum Minor Street Volume:       | 100       |
|                            |      | Satisfied?                         | NO        |
| Minimum Total Delay (h:m): | 4:00 |                                    |           |
| Satisfied?                 | NO   | <b>Part A Satisfied?</b>           | <b>NO</b> |

**Part B** (both conditions must be met)

|                            |     |                              |           |
|----------------------------|-----|------------------------------|-----------|
| Major Street (Approach 1): | 103 | Minimum Major Street Volume: | 450       |
| Major Street (Approach 2): | 121 | Satisfied?                   | NO        |
| Total Major Street Volume: | 224 | Minimum Minor Street Volume: | 629       |
|                            |     | Satisfied?                   | NO        |
| Minor Street Volume:       | 16  | <b>Part B Satisfied?</b>     | <b>NO</b> |

**Figure 4C-3. Warrant 3, Peak Hour** [b]

[a] Approach delays are shown in Table 4.

[b] From *California Manual on Uniform Traffic Control Devices, 2014 Edition Revision 8* (Caltrans, 2024)..

Future with Project Conditions (Year 2029)

## Corona City Park Revitalization Project

Traffic Signal Warrant Analysis

Warrant 3, Peak Hour

### 2. E. GRAND BOULEVARD & QUARRY STREET

Weekday AM Peak Hour

| Intersection Details |                    | Vehicles per Hour (Peak Hour)                 |      |
|----------------------|--------------------|-----------------------------------------------|------|
| Major Street Name:   | E. Grand Boulevard | Major Street (Approach 1):                    | 667  |
| Minor Street Name:   | Quarry Street      | Major Street (Approach 2):                    | 809  |
|                      |                    | Minor Street (Higher Volume):                 | 142  |
| Major Street Lanes:  | 2                  |                                               |      |
| Minor Street Lanes:  | 1                  | [a] Minor Street Delay per Vehicle (seconds): | 14.1 |

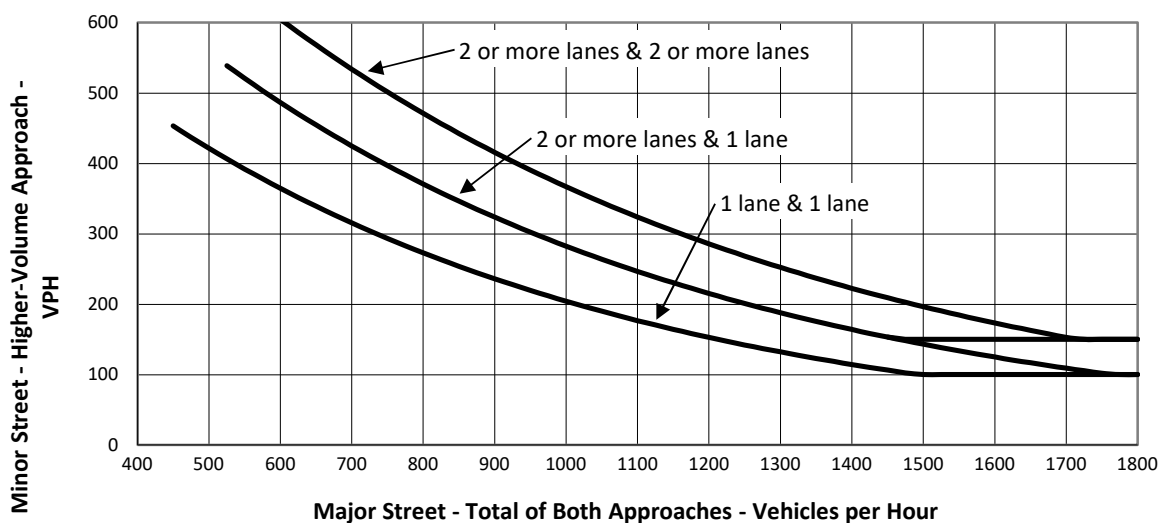
#### Part A (all three conditions must be met)

|                            |      |                                    |           |
|----------------------------|------|------------------------------------|-----------|
| Total Minor Street Delay   |      | Minimum Total Intersection Volume: | 650       |
| Minor Street Volume:       | 142  | Satisfied?                         | YES       |
| Delay per Vehicle:         | 14.1 |                                    |           |
| Total Delay (h:m):         | 0:33 | Minimum Minor Street Volume:       | 100       |
|                            |      | Satisfied?                         | YES       |
| Minimum Total Delay (h:m): | 4:00 |                                    |           |
| Satisfied?                 | NO   | <b>Part A Satisfied?</b>           | <b>NO</b> |

#### Part B (both conditions must be met)

|                            |       |                              |           |
|----------------------------|-------|------------------------------|-----------|
| Major Street (Approach 1): | 667   | Minimum Major Street Volume: | 510       |
| Major Street (Approach 2): | 809   | Satisfied?                   | YES       |
| Total Major Street Volume: | 1,476 | Minimum Minor Street Volume: | 148       |
|                            |       | Satisfied?                   | NO        |
| Minor Street Volume:       | 142   | <b>Part B Satisfied?</b>     | <b>NO</b> |

Figure 4C-3. Warrant 3, Peak Hour [b]



[a] Approach delays are shown in Table 4.

[b] From *California Manual on Uniform Traffic Control Devices, 2014 Edition Revision 8* (Caltrans, 2024)..

Future with Project Conditions (Year 2029)

## Corona City Park Revitalization Project

Traffic Signal Warrant Analysis

Warrant 3, Peak Hour

### 2. E. GRAND BOULEVARD & QUARRY STREET

Weekday PM Peak Hour

| Intersection Details |                    | Vehicles per Hour (Peak Hour)                 |       |
|----------------------|--------------------|-----------------------------------------------|-------|
| Major Street Name:   | E. Grand Boulevard | Major Street (Approach 1):                    | 1,208 |
| Minor Street Name:   | Quarry Street      | Major Street (Approach 2):                    | 822   |
|                      |                    | Minor Street (Higher Volume):                 | 216   |
| Major Street Lanes:  | 2                  |                                               |       |
| Minor Street Lanes:  | 1                  | [a] Minor Street Delay per Vehicle (seconds): | 19.5  |

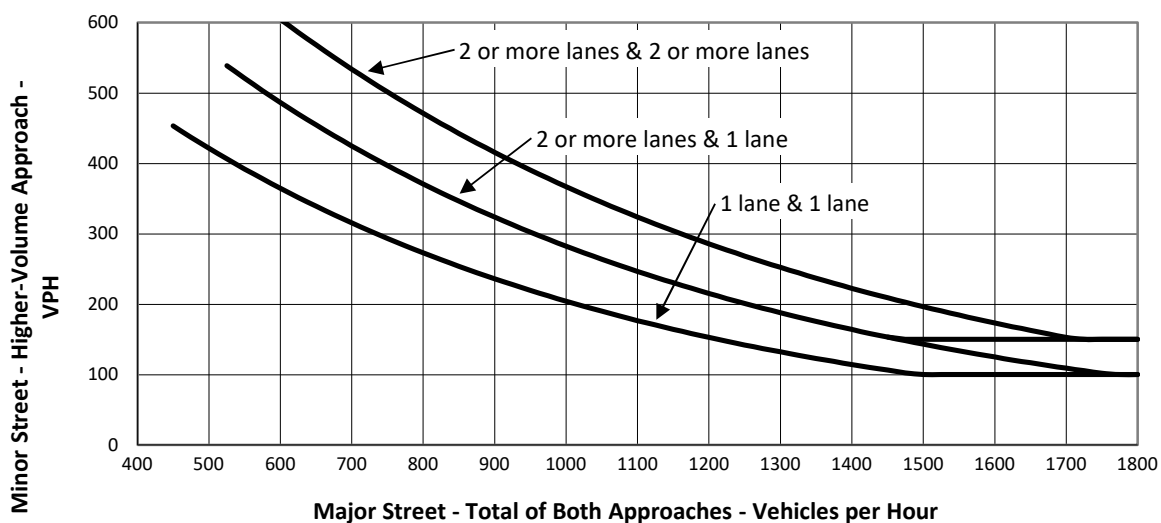
#### Part A (all three conditions must be met)

|                            |      |                                    |           |
|----------------------------|------|------------------------------------|-----------|
| Total Minor Street Delay   |      | Minimum Total Intersection Volume: | 650       |
| Minor Street Volume:       | 216  | Satisfied?                         | YES       |
| Delay per Vehicle:         | 19.5 |                                    |           |
| Total Delay (h:m):         | 1:10 | Minimum Minor Street Volume:       | 100       |
|                            |      | Satisfied?                         | YES       |
| Minimum Total Delay (h:m): | 4:00 |                                    |           |
| Satisfied?                 | NO   | <b>Part A Satisfied?</b>           | <b>NO</b> |

#### Part B (both conditions must be met)

|                            |       |                              |            |
|----------------------------|-------|------------------------------|------------|
| Major Street (Approach 1): | 1,208 | Minimum Major Street Volume: | 510        |
| Major Street (Approach 2): | 822   | Satisfied?                   | YES        |
| Total Major Street Volume: | 2,030 | Minimum Minor Street Volume: | 100        |
|                            |       | Satisfied?                   | YES        |
| Minor Street Volume:       | 216   | <b>Part B Satisfied?</b>     | <b>YES</b> |

Figure 4C-3. Warrant 3, Peak Hour [b]



[a] Approach delays are shown in Table 4.

[b] From *California Manual on Uniform Traffic Control Devices, 2014 Edition Revision 8* (Caltrans, 2024)..

Future with Project Conditions (Year 2029)

## Corona City Park Revitalization Project

Traffic Signal Warrant Analysis

Warrant 3, Peak Hour

### 2. E. GRAND BOULEVARD & QUARRY STREET

Saturday Midday Peak Hour

| Intersection Details |                    | Vehicles per Hour (Peak Hour)                 |      |
|----------------------|--------------------|-----------------------------------------------|------|
| Major Street Name:   | E. Grand Boulevard | Major Street (Approach 1):                    | 556  |
| Minor Street Name:   | Quarry Street      | Major Street (Approach 2):                    | 645  |
|                      |                    | Minor Street (Higher Volume):                 | 133  |
| Major Street Lanes:  | 2                  |                                               |      |
| Minor Street Lanes:  | 1                  | [a] Minor Street Delay per Vehicle (seconds): | 12.6 |

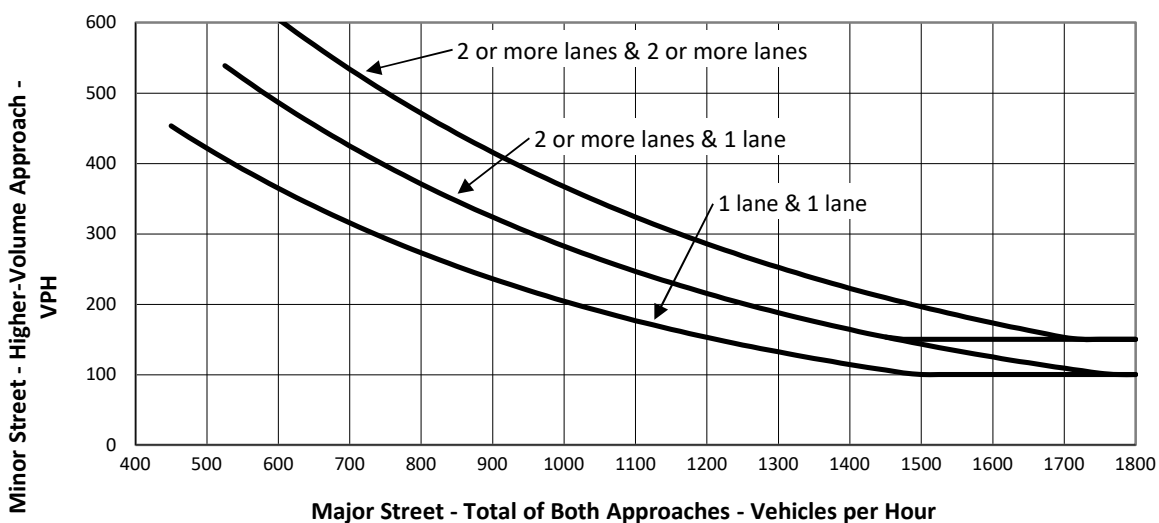
#### Part A (all three conditions must be met)

|                            |      |                                    |           |
|----------------------------|------|------------------------------------|-----------|
| Total Minor Street Delay   |      | Minimum Total Intersection Volume: | 650       |
| Minor Street Volume:       | 133  | Satisfied?                         | YES       |
| Delay per Vehicle:         | 12.6 |                                    |           |
| Total Delay (h:m):         | 0:28 | Minimum Minor Street Volume:       | 100       |
|                            |      | Satisfied?                         | YES       |
| Minimum Total Delay (h:m): | 4:00 |                                    |           |
| Satisfied?                 | NO   | <b>Part A Satisfied?</b>           | <b>NO</b> |

#### Part B (both conditions must be met)

|                            |       |                              |           |
|----------------------------|-------|------------------------------|-----------|
| Major Street (Approach 1): | 556   | Minimum Major Street Volume: | 510       |
| Major Street (Approach 2): | 645   | Satisfied?                   | YES       |
| Total Major Street Volume: | 1,201 | Minimum Minor Street Volume: | 215       |
|                            |       | Satisfied?                   | NO        |
| Minor Street Volume:       | 133   |                              |           |
|                            |       | <b>Part B Satisfied?</b>     | <b>NO</b> |

Figure 4C-3. Warrant 3, Peak Hour [b]



[a] Approach delays are shown in Table 4.

[b] From *California Manual on Uniform Traffic Control Devices, 2014 Edition Revision 8* (Caltrans, 2024)..

Future with Project Conditions (Year 2029)

## Corona City Park Revitalization Project

Traffic Signal Warrant Analysis

Warrant 3, Peak Hour

### 4. ARROYA AVENUE & QUARRY STREET

Weekday AM Peak Hour

| Intersection Details |               | Vehicles per Hour (Peak Hour)                 |      |
|----------------------|---------------|-----------------------------------------------|------|
| Major Street Name:   | Quarry Street | Major Street (Approach 1):                    | 148  |
| Minor Street Name:   | Arroya Avenue | Major Street (Approach 2):                    | 128  |
|                      |               | Minor Street (Higher Volume):                 | 14   |
| Major Street Lanes:  | 1             |                                               |      |
| Minor Street Lanes:  | 1             | [a] Minor Street Delay per Vehicle (seconds): | 10.0 |

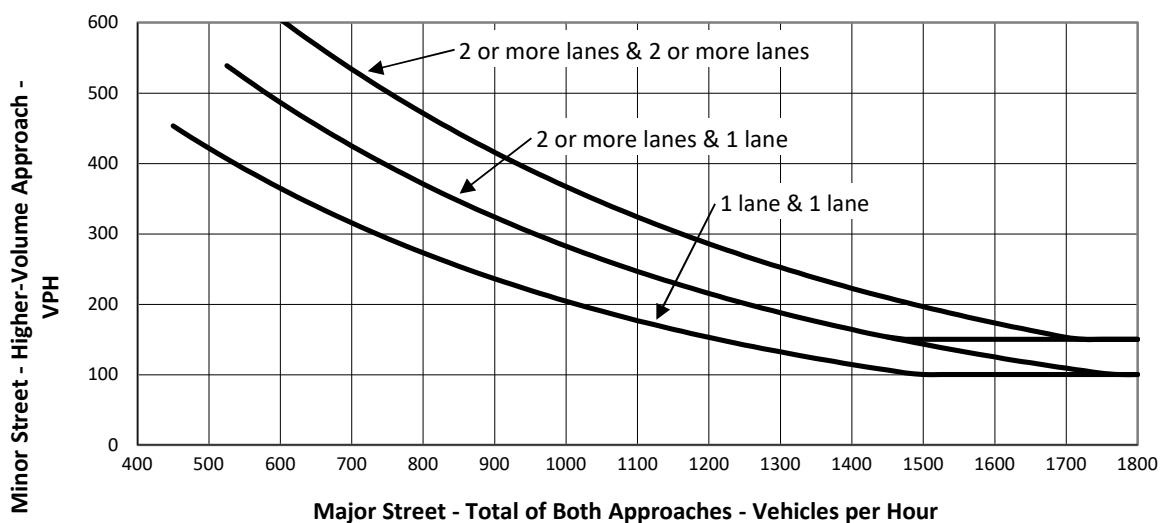
#### Part A (all three conditions must be met)

|                            |      |                                    |           |
|----------------------------|------|------------------------------------|-----------|
| Total Minor Street Delay   |      | Minimum Total Intersection Volume: | 650       |
| Minor Street Volume:       | 14   | Satisfied?                         | NO        |
| Delay per Vehicle:         | 10.0 |                                    |           |
| Total Delay (h:m):         | 0:02 | Minimum Minor Street Volume:       | 100       |
|                            |      | Satisfied?                         | NO        |
| Minimum Total Delay (h:m): | 4:00 |                                    |           |
| Satisfied?                 | NO   | <b>Part A Satisfied?</b>           | <b>NO</b> |

#### Part B (both conditions must be met)

|                            |     |                              |           |
|----------------------------|-----|------------------------------|-----------|
| Major Street (Approach 1): | 148 | Minimum Major Street Volume: | 450       |
| Major Street (Approach 2): | 128 | Satisfied?                   | NO        |
| Total Major Street Volume: | 276 | Minimum Minor Street Volume: | 583       |
|                            |     | Satisfied?                   | NO        |
| Minor Street Volume:       | 14  | <b>Part B Satisfied?</b>     | <b>NO</b> |

Figure 4C-3. Warrant 3, Peak Hour [b]



[a] Approach delays are shown in Table 4.

[b] From *California Manual on Uniform Traffic Control Devices, 2014 Edition Revision 8* (Caltrans, 2024)..

Future with Project Conditions (Year 2029)

## Corona City Park Revitalization Project

Traffic Signal Warrant Analysis

Warrant 3, Peak Hour

### 4. ARROYA AVENUE & QUARRY STREET

Weekday PM Peak Hour

| Intersection Details |               | Vehicles per Hour (Peak Hour)                 |      |
|----------------------|---------------|-----------------------------------------------|------|
| Major Street Name:   | Quarry Street | Major Street (Approach 1):                    | 198  |
| Minor Street Name:   | Arroya Avenue | Major Street (Approach 2):                    | 409  |
|                      |               | Minor Street (Higher Volume):                 | 57   |
| Major Street Lanes:  | 1             |                                               |      |
| Minor Street Lanes:  | 1             | [a] Minor Street Delay per Vehicle (seconds): | 14.0 |

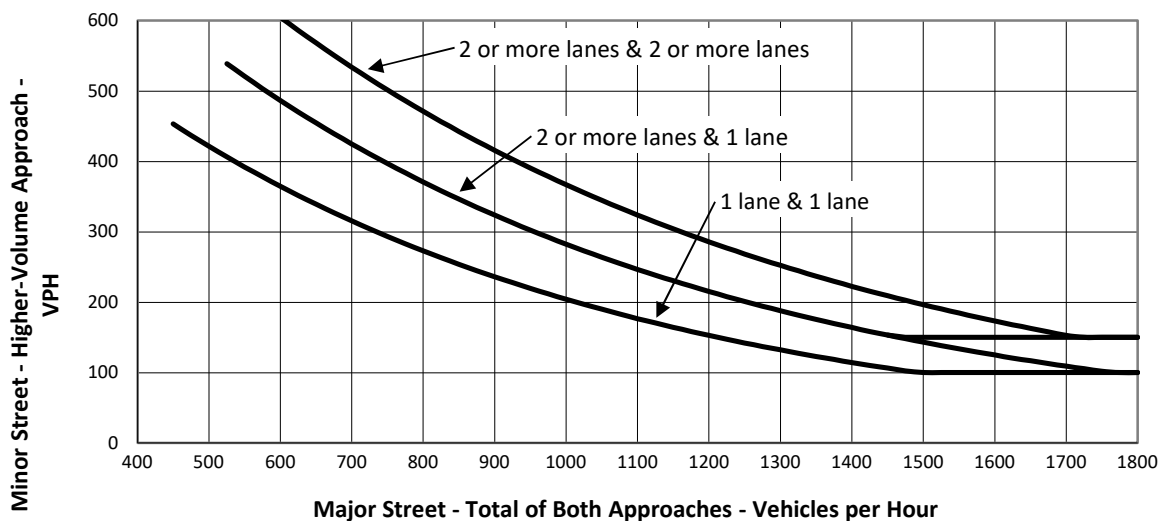
#### Part A (all three conditions must be met)

|                            |      |                                    |           |
|----------------------------|------|------------------------------------|-----------|
| Total Minor Street Delay   |      | Minimum Total Intersection Volume: | 650       |
| Minor Street Volume:       | 57   | Satisfied?                         | YES       |
| Delay per Vehicle:         | 14.0 |                                    |           |
| Total Delay (h:m):         | 0:13 | Minimum Minor Street Volume:       | 100       |
|                            |      | Satisfied?                         | NO        |
| Minimum Total Delay (h:m): | 4:00 |                                    |           |
| Satisfied?                 | NO   | <b>Part A Satisfied?</b>           | <b>NO</b> |

#### Part B (both conditions must be met)

|                            |     |                              |           |
|----------------------------|-----|------------------------------|-----------|
| Major Street (Approach 1): | 198 | Minimum Major Street Volume: | 450       |
| Major Street (Approach 2): | 409 | Satisfied?                   | YES       |
| Total Major Street Volume: | 607 | Minimum Minor Street Volume: | 361       |
|                            |     | Satisfied?                   | NO        |
| Minor Street Volume:       | 57  | <b>Part B Satisfied?</b>     | <b>NO</b> |

Figure 4C-3. Warrant 3, Peak Hour [b]



[a] Approach delays are shown in Table 4.

[b] From *California Manual on Uniform Traffic Control Devices, 2014 Edition Revision 8* (Caltrans, 2024)..



Future with Project Conditions (Year 2029)

## Corona City Park Revitalization Project

Traffic Signal Warrant Analysis

Warrant 3, Peak Hour

### 4. ARROYA AVENUE & QUARRY STREET

Saturday Midday Peak Hour

| Intersection Details |               | Vehicles per Hour (Peak Hour)                 |     |
|----------------------|---------------|-----------------------------------------------|-----|
| Major Street Name:   | Quarry Street | Major Street (Approach 1):                    | 126 |
| Minor Street Name:   | Arroya Avenue | Major Street (Approach 2):                    | 94  |
|                      |               | Minor Street (Higher Volume):                 | 19  |
| Major Street Lanes:  | 1             |                                               |     |
| Minor Street Lanes:  | 1             | [a] Minor Street Delay per Vehicle (seconds): | 9.5 |

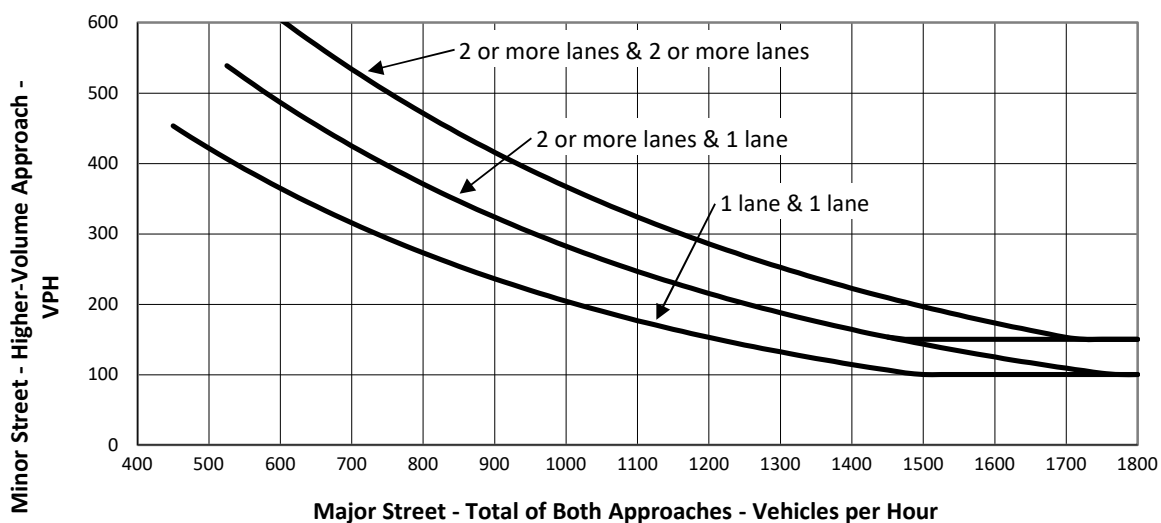
#### Part A (all three conditions must be met)

|                            |      |                                    |           |
|----------------------------|------|------------------------------------|-----------|
| Total Minor Street Delay   |      | Minimum Total Intersection Volume: | 650       |
| Minor Street Volume:       | 19   | Satisfied?                         | NO        |
| Delay per Vehicle:         | 9.5  |                                    |           |
| Total Delay (h:m):         | 0:03 | Minimum Minor Street Volume:       | 100       |
|                            |      | Satisfied?                         | NO        |
| Minimum Total Delay (h:m): | 4:00 |                                    |           |
| Satisfied?                 | NO   | <b>Part A Satisfied?</b>           | <b>NO</b> |

#### Part B (both conditions must be met)

|                            |     |                              |           |
|----------------------------|-----|------------------------------|-----------|
| Major Street (Approach 1): | 126 | Minimum Major Street Volume: | 450       |
| Major Street (Approach 2): | 94  | Satisfied?                   | NO        |
| Total Major Street Volume: | 220 | Minimum Minor Street Volume: | 633       |
|                            |     | Satisfied?                   | NO        |
| Minor Street Volume:       | 19  | <b>Part B Satisfied?</b>     | <b>NO</b> |

Figure 4C-3. Warrant 3, Peak Hour [b]



[a] Approach delays are shown in Table 4.

[b] From California Manual on Uniform Traffic Control Devices, 2014 Edition Revision 8 (Caltrans, 2024)..

Future with Project Conditions (Year 2029)

## Corona City Park Revitalization Project

Traffic Signal Warrant Analysis

Warrant 3, Peak Hour

### 5. RIMPAU AVENUE & QUARRY STREET

Weekday AM Peak Hour

| Intersection Details |               | Vehicles per Hour (Peak Hour)                 |     |
|----------------------|---------------|-----------------------------------------------|-----|
| Major Street Name:   | Quarry Street | Major Street (Approach 1):                    | 3   |
| Minor Street Name:   | Rimpau Avenue | Major Street (Approach 2):                    | 3   |
|                      |               | Minor Street (Higher Volume):                 | 155 |
| Major Street Lanes:  | 1             |                                               |     |
| Minor Street Lanes:  | 1             | [a] Minor Street Delay per Vehicle (seconds): | 9.8 |

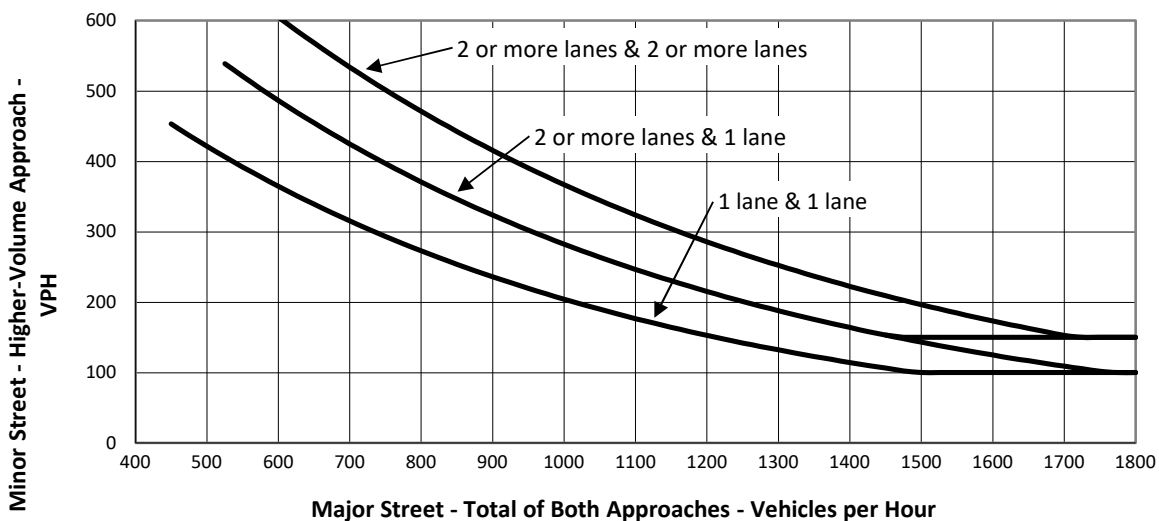
#### Part A (all three conditions must be met)

|                            |      |                                    |           |
|----------------------------|------|------------------------------------|-----------|
| Total Minor Street Delay   |      | Minimum Total Intersection Volume: | 650       |
| Minor Street Volume:       | 155  | Satisfied?                         | NO        |
| Delay per Vehicle:         | 9.8  |                                    |           |
| Total Delay (h:m):         | 0:25 | Minimum Minor Street Volume:       | 100       |
|                            |      | Satisfied?                         | YES       |
| Minimum Total Delay (h:m): | 4:00 |                                    |           |
| Satisfied?                 | NO   | <b>Part A Satisfied?</b>           | <b>NO</b> |

#### Part B (both conditions must be met)

|                            |     |                              |           |
|----------------------------|-----|------------------------------|-----------|
| Major Street (Approach 1): | 3   | Minimum Major Street Volume: | 450       |
| Major Street (Approach 2): | 3   | Satisfied?                   | NO        |
| Total Major Street Volume: | 6   | Minimum Minor Street Volume: | 862       |
|                            |     | Satisfied?                   | NO        |
| Minor Street Volume:       | 155 | <b>Part B Satisfied?</b>     | <b>NO</b> |

Figure 4C-3. Warrant 3, Peak Hour [b]



[a] Approach delays are shown in Table 4.

[b] From *California Manual on Uniform Traffic Control Devices, 2014 Edition Revision 8* (Caltrans, 2024)..

Future with Project Conditions (Year 2029)

## Corona City Park Revitalization Project

Traffic Signal Warrant Analysis

Warrant 3, Peak Hour

### 5. RIMPAU AVENUE & QUARRY STREET

Weekday PM Peak Hour

| Intersection Details |               | Vehicles per Hour (Peak Hour)                 |      |
|----------------------|---------------|-----------------------------------------------|------|
| Major Street Name:   | Quarry Street | Major Street (Approach 1):                    | 11   |
| Minor Street Name:   | Rimpau Avenue | Major Street (Approach 2):                    | 6    |
|                      |               | Minor Street (Higher Volume):                 | 178  |
| Major Street Lanes:  | 1             |                                               |      |
| Minor Street Lanes:  | 1             | [a] Minor Street Delay per Vehicle (seconds): | 12.1 |

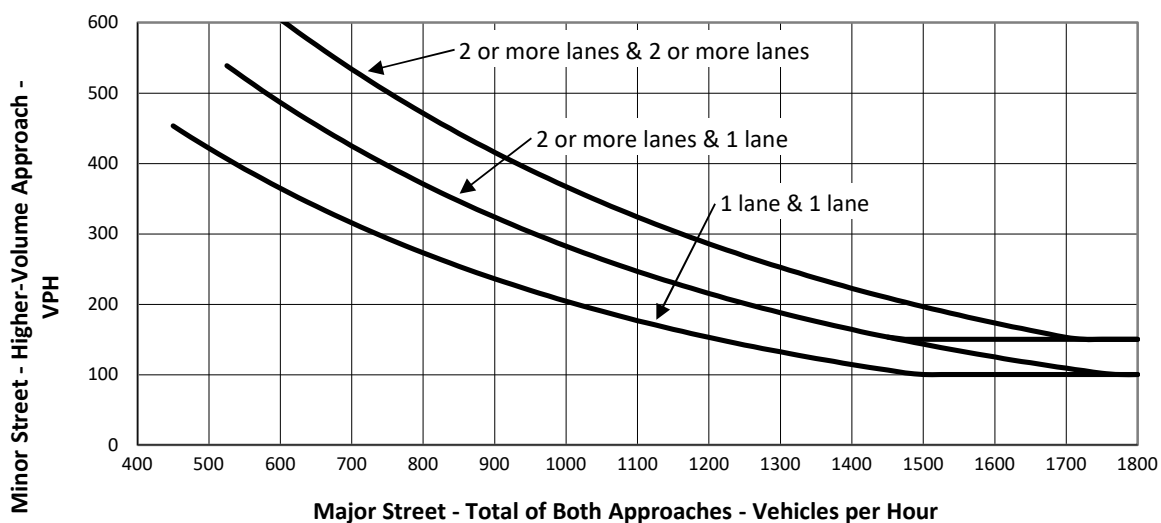
#### Part A (all three conditions must be met)

|                            |      |                                    |           |
|----------------------------|------|------------------------------------|-----------|
| Total Minor Street Delay   |      | Minimum Total Intersection Volume: | 650       |
| Minor Street Volume:       | 178  | Satisfied?                         | NO        |
| Delay per Vehicle:         | 12.1 |                                    |           |
| Total Delay (h:m):         | 0:36 | Minimum Minor Street Volume:       | 100       |
|                            |      | Satisfied?                         | YES       |
| Minimum Total Delay (h:m): | 4:00 |                                    |           |
| Satisfied?                 | NO   | <b>Part A Satisfied?</b>           | <b>NO</b> |

#### Part B (both conditions must be met)

|                            |     |                              |           |
|----------------------------|-----|------------------------------|-----------|
| Major Street (Approach 1): | 11  | Minimum Major Street Volume: | 450       |
| Major Street (Approach 2): | 6   | Satisfied?                   | NO        |
| Total Major Street Volume: | 17  | Minimum Minor Street Volume: | 849       |
|                            |     | Satisfied?                   | NO        |
| Minor Street Volume:       | 178 | <b>Part B Satisfied?</b>     | <b>NO</b> |

Figure 4C-3. Warrant 3, Peak Hour [b]



[a] Approach delays are shown in Table 4.

[b] From *California Manual on Uniform Traffic Control Devices, 2014 Edition Revision 8* (Caltrans, 2024)..

Future with Project Conditions (Year 2029)

## Corona City Park Revitalization Project

Traffic Signal Warrant Analysis

Warrant 3, Peak Hour

### 5. RIMPAU AVENUE & QUARRY STREET

Saturday Midday Peak Hour

| Intersection Details |               | Vehicles per Hour (Peak Hour)                 |     |
|----------------------|---------------|-----------------------------------------------|-----|
| Major Street Name:   | Quarry Street | Major Street (Approach 1):                    | 5   |
| Minor Street Name:   | Rimpau Avenue | Major Street (Approach 2):                    | 2   |
|                      |               | Minor Street (Higher Volume):                 | 113 |
| Major Street Lanes:  | 1             |                                               |     |
| Minor Street Lanes:  | 1             | [a] Minor Street Delay per Vehicle (seconds): | 9.4 |

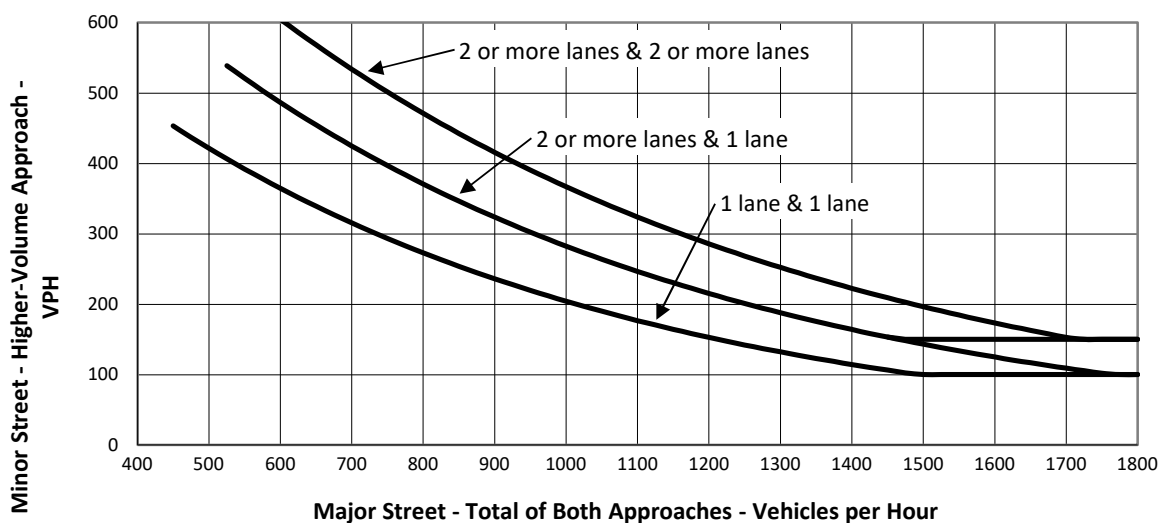
#### Part A (all three conditions must be met)

|                            |      |                                    |           |
|----------------------------|------|------------------------------------|-----------|
| Total Minor Street Delay   |      | Minimum Total Intersection Volume: | 650       |
| Minor Street Volume:       | 113  | Satisfied?                         | NO        |
| Delay per Vehicle:         | 9.4  |                                    |           |
| Total Delay (h:m):         | 0:18 | Minimum Minor Street Volume:       | 100       |
|                            |      | Satisfied?                         | YES       |
| Minimum Total Delay (h:m): | 4:00 |                                    |           |
| Satisfied?                 | NO   | <b>Part A Satisfied?</b>           | <b>NO</b> |

#### Part B (both conditions must be met)

|                            |     |                              |           |
|----------------------------|-----|------------------------------|-----------|
| Major Street (Approach 1): | 5   | Minimum Major Street Volume: | 450       |
| Major Street (Approach 2): | 2   | Satisfied?                   | NO        |
| Total Major Street Volume: | 7   | Minimum Minor Street Volume: | 861       |
|                            |     | Satisfied?                   | NO        |
| Minor Street Volume:       | 113 | <b>Part B Satisfied?</b>     | <b>NO</b> |

Figure 4C-3. Warrant 3, Peak Hour [b]



[a] Approach delays are shown in Table 4.

[b] From *California Manual on Uniform Traffic Control Devices, 2014 Edition Revision 8* (Caltrans, 2024)..

Future with Project Conditions (Year 2029)

## Corona City Park Revitalization Project

Traffic Signal Warrant Analysis

Warrant 3, Peak Hour

### 11. RIMPAU AVENUE & E. 5TH STREET

Weekday AM Peak Hour

| Intersection Details |                               | Vehicles per Hour (Peak Hour)                 |      |
|----------------------|-------------------------------|-----------------------------------------------|------|
| Major Street Name:   | Rimpau Avenue                 | Major Street (Approach 1):                    | 144  |
| Minor Street Name:   | Park Driveway / E. 5th Street | Major Street (Approach 2):                    | 170  |
|                      |                               | Minor Street (Higher Volume):                 | 16   |
| Major Street Lanes:  | 1                             |                                               |      |
| Minor Street Lanes:  | 1                             | [a] Minor Street Delay per Vehicle (seconds): | 10.2 |

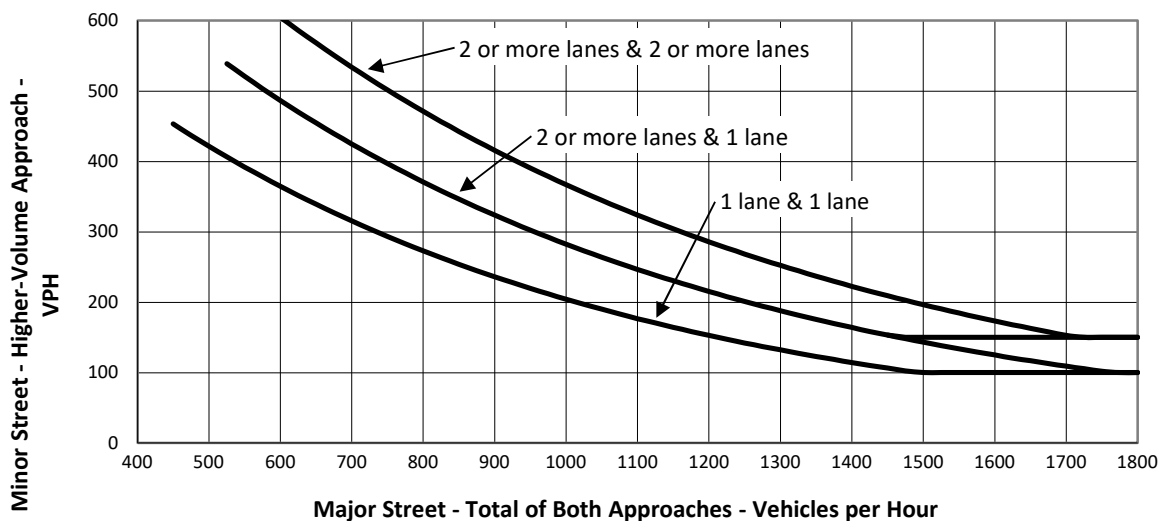
#### Part A (all three conditions must be met)

|                            |      |                                    |           |
|----------------------------|------|------------------------------------|-----------|
| Total Minor Street Delay   |      | Minimum Total Intersection Volume: | 800       |
| Minor Street Volume:       | 16   | Satisfied?                         | NO        |
| Delay per Vehicle:         | 10.2 |                                    |           |
| Total Delay (h:m):         | 0:03 | Minimum Minor Street Volume:       | 100       |
|                            |      | Satisfied?                         | NO        |
| Minimum Total Delay (h:m): | 4:00 |                                    |           |
| Satisfied?                 | NO   | <b>Part A Satisfied?</b>           | <b>NO</b> |

#### Part B (both conditions must be met)

|                            |     |                              |           |
|----------------------------|-----|------------------------------|-----------|
| Major Street (Approach 1): | 144 | Minimum Major Street Volume: | 450       |
| Major Street (Approach 2): | 170 | Satisfied?                   | NO        |
| Total Major Street Volume: | 314 | Minimum Minor Street Volume: | 552       |
|                            |     | Satisfied?                   | NO        |
| Minor Street Volume:       | 16  | <b>Part B Satisfied?</b>     | <b>NO</b> |

Figure 4C-3. Warrant 3, Peak Hour [b]



[a] Approach delays are shown in Table 4.

[b] From *California Manual on Uniform Traffic Control Devices, 2014 Edition Revision 8* (Caltrans, 2024)..

Future with Project Conditions (Year 2029)

## Corona City Park Revitalization Project

Traffic Signal Warrant Analysis

Warrant 3, Peak Hour

### 11. RIMPAU AVENUE & E. 5TH STREET

Weekday PM Peak Hour

| Intersection Details |                               | Vehicles per Hour (Peak Hour)                 |      |
|----------------------|-------------------------------|-----------------------------------------------|------|
| Major Street Name:   | Rimpau Avenue                 | Major Street (Approach 1):                    | 485  |
| Minor Street Name:   | Park Driveway / E. 5th Street | Major Street (Approach 2):                    | 202  |
|                      |                               | Minor Street (Higher Volume):                 | 41   |
| Major Street Lanes:  | 1                             |                                               |      |
| Minor Street Lanes:  | 1                             | [a] Minor Street Delay per Vehicle (seconds): | 14.4 |

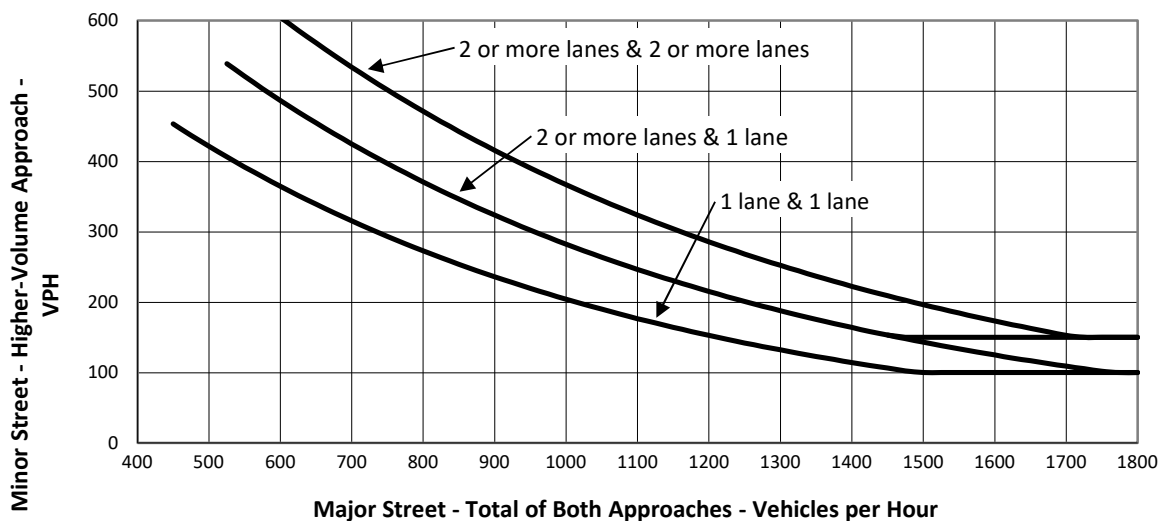
#### Part A (all three conditions must be met)

|                            |      |                                    |           |
|----------------------------|------|------------------------------------|-----------|
| Total Minor Street Delay   |      | Minimum Total Intersection Volume: | 800       |
| Minor Street Volume:       | 41   | Satisfied?                         | NO        |
| Delay per Vehicle:         | 14.4 |                                    |           |
| Total Delay (h:m):         | 0:10 | Minimum Minor Street Volume:       | 100       |
|                            |      | Satisfied?                         | NO        |
| Minimum Total Delay (h:m): | 4:00 |                                    |           |
| Satisfied?                 | NO   | <b>Part A Satisfied?</b>           | <b>NO</b> |

#### Part B (both conditions must be met)

|                            |     |                              |           |
|----------------------------|-----|------------------------------|-----------|
| Major Street (Approach 1): | 485 | Minimum Major Street Volume: | 450       |
| Major Street (Approach 2): | 202 | Satisfied?                   | YES       |
| Total Major Street Volume: | 687 | Minimum Minor Street Volume: | 322       |
|                            |     | Satisfied?                   | NO        |
| Minor Street Volume:       | 41  |                              |           |
|                            |     | <b>Part B Satisfied?</b>     | <b>NO</b> |

Figure 4C-3. Warrant 3, Peak Hour [b]



[a] Approach delays are shown in Table 4.

[b] From *California Manual on Uniform Traffic Control Devices, 2014 Edition Revision 8* (Caltrans, 2024)..

Future with Project Conditions (Year 2029)

## Corona City Park Revitalization Project

Traffic Signal Warrant Analysis

Warrant 3, Peak Hour

### 11. RIMPAU AVENUE & E. 5TH STREET

Saturday Midday Peak Hour

| Intersection Details |                               | Vehicles per Hour (Peak Hour)                 |      |
|----------------------|-------------------------------|-----------------------------------------------|------|
| Major Street Name:   | Rimpau Avenue                 | Major Street (Approach 1):                    | 111  |
| Minor Street Name:   | Park Driveway / E. 5th Street | Major Street (Approach 2):                    | 136  |
|                      |                               | Minor Street (Higher Volume):                 | 23   |
| Major Street Lanes:  | 1                             |                                               |      |
| Minor Street Lanes:  | 1                             | [a] Minor Street Delay per Vehicle (seconds): | 10.5 |

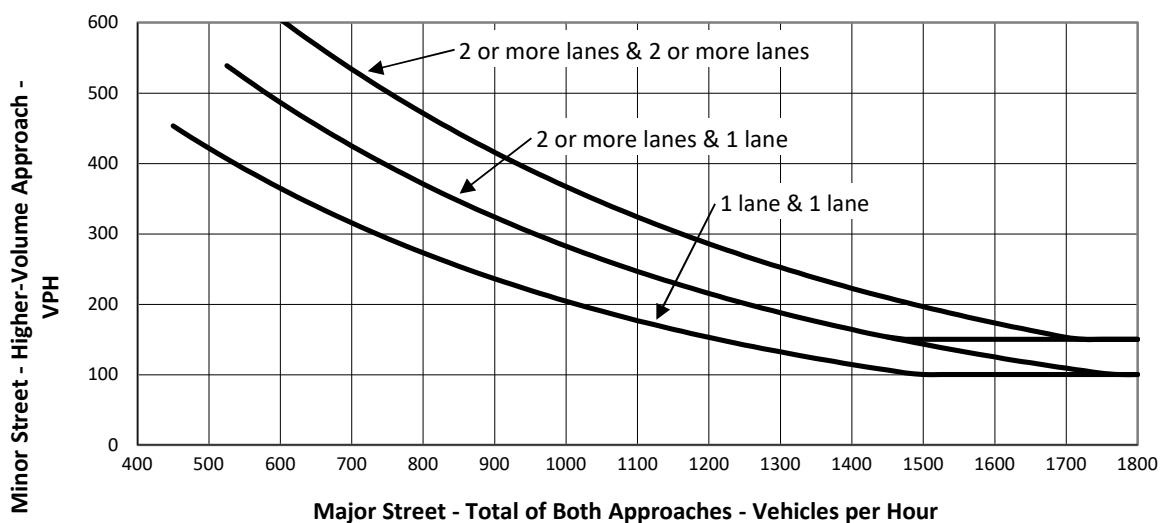
#### Part A (all three conditions must be met)

|                            |      |                                    |           |
|----------------------------|------|------------------------------------|-----------|
| Total Minor Street Delay   |      | Minimum Total Intersection Volume: | 800       |
| Minor Street Volume:       | 23   | Satisfied?                         | NO        |
| Delay per Vehicle:         | 10.5 |                                    |           |
| Total Delay (h:m):         | 0:04 | Minimum Minor Street Volume:       | 100       |
|                            |      | Satisfied?                         | NO        |
| Minimum Total Delay (h:m): | 4:00 |                                    |           |
| Satisfied?                 | NO   | <b>Part A Satisfied?</b>           | <b>NO</b> |

#### Part B (both conditions must be met)

|                            |     |                              |           |
|----------------------------|-----|------------------------------|-----------|
| Major Street (Approach 1): | 111 | Minimum Major Street Volume: | 450       |
| Major Street (Approach 2): | 136 | Satisfied?                   | NO        |
| Total Major Street Volume: | 247 | Minimum Minor Street Volume: | 608       |
|                            |     | Satisfied?                   | NO        |
| Minor Street Volume:       | 23  | <b>Part B Satisfied?</b>     | <b>NO</b> |

Figure 4C-3. Warrant 3, Peak Hour [b]



[a] Approach delays are shown in Table 4.

[b] From California Manual on Uniform Traffic Control Devices, 2014 Edition Revision 8 (Caltrans, 2024)..